Jeffrey Richardson's Book

The SEAMAN's

VADE-MECUM

AND

Defenſive WAR by SEA:

CONTAINING

A MARITIME DICTIONARY;

The Proportions of Rigging, Maſts and Yards; Weight of Anchors; Sizes and Weight of Cables and Cordage; Liſt of the Navy. The Words of Command in exerciſing the ſmall Arms, Bayonet, Granadoes, and great Guns, Duty of Officers, &c.

Jeffrey — ALSO Richardson

Shewing how to prepare a Merchant-Ship for a cloſe Fight, through the Bulk-heads, Coamings, Loop-holes, &c. with the Advantages to be taking in Chacing, conſidered, under all Poſitions in reſpect to Wind and Tide.

DEFENSIVE FIGHTING;

Shewing how Merchant-Ships are to act, in Fleets, when Canonaded or Boarded by the Enemy.

NAVAL FORTIFICATION;

The Advantages of Mooring conſidered, in reſpect to Wind and Tide; and how to lay Booms in Rivers, and raiſe Redoubts to defend them.

An ESSAY on NAVAL BOOK-KEEPING;

Or a regular Method for the Purſer, Clerk, Steward, and other Officers to keep an Account of Stores, &c.

The Method of forming SIGNALS for ſailing in Company, under a Commodore in Time of War; with many other Particulars relating to the Navy, Eaſt-India, and Merchant Service.

By WILLIAM MOUNTAINE,

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With Additions by JOHN ADAMS, Teacher of the Mathematics.

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THE PREFACE.

THAT the Monarchs of *Great-Britain*, have a peculiar and ſovereign Authority upon the Ocean, is a Right ſo ancient and undeniable, that it never was publickly diſputed, but by *Huga Grotius*, in his *Marc Liberum*, publiſhed in the Year 1636, in Favour of the *Dutch* Fiſhery upon our Coaſts; which Book was fully controverted by Mr. *Seldon's Mare Clauſum*, wherein he proves this Sovereignty from the Laws of GOD and of Nature, beſides an uninterrupted Fruition of it for ſo many Ages paſt, as that its Beginning cannot be traced out.

It is probable enough that this Sovereignty commenced with the firſt Inhabitants, who ſoon diſcovered the great Uſe of *Machines* made to float upon the Water, in the eaſy Conveyance of their Traffic from one Place to another upon the Coaſts, as alſo their ſingular Service in the Art of Fiſhing: They would alſo preſently perceive (by the Names of their Situation) that Thoſe would be the moſt effectual Bulwarks to defend their Lives and Liberties againſt the Invaſions of any neighbouring Powers; and it is as probable that (in thoſe Primitive Times) they ſerved in the double Capacity of Defence and Trade, and continued in this State, until (by the Encroachments of their Neighbours upon their Trade, and Attempts made upon their Coaſts) it was

found neceſſary to fortify and enlarge their Veſſels of Defence, and fix them upon another Eſtabliſhment.

Hence it appear that the Sovereignty of the Seas, and the Trade of this Nation, are of equal Antiquity; and as they found the Advantages of Trade capable to ſupport their Shipping, ſo they found the Benefit of Shipping in the Preſervation of their Trade; and thus they have continued Hand-in-hand to this Day; the Influence of which every Man of Buſineſs is duly ſenſible of: For it is our formidable *Navy Royal*, and our *Maritime Commerce* that renders us ſo conſiderable in the Eye of the World.

Law is the Preceptrix of every Kingdom, it teaches the Subjects their Duty, and puniſhes the Guilty; and the more ſalutary the Law, the more happy, robuſt and active the Conſtitution: Under the Suffrage of National Laws, every Community muſt be actuated by proper and neceſſary Regulations, if not, they can never flouriſh, but muſt dwindle, and end in Confuſion.

Our *Royal Navy* being of the greateſt Importance to the Kingdom, the Legiſlature has conſtantly taken peculiar Care from Time to Time (by the moſt ſalubrious Laws) to ſupport and improve its Strength, Luſtre and Dignity; and the Regulations and Inſtructions relating thereto, contain at this Time a very great Degree of Perfection: In thoſe every Officer is apprized of his Duty, the general Good of the Seamen conſidered, the Diligent and Obedient encouraged, the Sick and Wounded taken Care of and rewarded, Proviſion made for the Widows

and

and Orphans of the Meritorious, the Superannuated relieved and provided for, an ultimate Regard exhibited (as appears through all their Precepts) for a due and regular Diſpenſation of the Stores, and the Rules preſcribed, being duly executed, are an abſolute and infallible Remedy againſt Imbezzlement.

Theſe Regulations fall into the Hands of very few beſide Commiſſion and Warrant-Officers; and for this Reaſon, I have herein offered a ſhort Review of them, in Hopes that it may be of Service to ſome who are already, or are about to be concerned in the NAVY, and a Satisfaction to others who are not ſo well acquainted in what Manner, and how regular the Motion of this great and important *Machine* is conducted.

The latter Part of theſe Sheets is deſigned for the Advantage of *Commercial Navigation*, that is, how Commanders of ſmall Merchant-men, (that run without Convoy, carry but few Hands, and thoſe particularly who have not ſtudied or practiſed the Art of *Defenſive Sea Fighting*) may the better act in Time of War, for the Preſervation of their Lives, Liberties and Fortunes. And for this I acknowledge myſelf ſolely obliged to the ingenious Capt. *Robert Park* of *Ipſwich*, who publiſhed a book in the Year 1704, intitled, *Defenſive War of Sea*. This Book was very much eſteemed, and did not want Purchaſers, but at the Concluſion of Peace, the Proprietors did not think it convenient to make a Re-publication: As therefore it was once ſo well approved, I flatter myſelf that it may (in ſome Meaſure) be acceptable at this Time.

I have not directly Re-printed this Author, that would have been too Voluminous, and (I think) unneceſſary, but have exhibited his direct Sentiments upon every material Section; and where I could not convey (according to my own Opinion) his true meaning by Contraction, I have made Uſe of his own Expreſſion at large.

Thoſe Sections, which I have omitted, as leſs material, are the *Hiſtorical Account of Sea Fights*, variouſly interſperſed through the Whole; and (by the Author) are chiefly intended as *Stimulas* to excite the Virtue and Courage of his Fellow-Subjects for their own Reputation, and the Honour of the Kingdom.

As to his *Fortification*, I have only introduced the *Naval Part*, being the moſt eſſential to our Purpoſe, and for the reſt refer thoſe that are deſirous to be therewith acquainted, to ſuch Authors who have particularly treated upon this Subject.

In this Edition I have left out the Rigging Tables, and alſo the Epitome of the Art of Gunnery; the firſt being applied as an Appendix to the Ship-Builder's Aſſiſtance, or Marine Architecture; and the latter is now treated of more explicitly in a Book lately publiſhed, and intitled, *The Practical Sea-Gunner's Companion*. For which Omiſſions, I hope, to have made ſuitable Amends, by introducing an Eſſay on Naval Book-keeping, as well in regard to the Purſer, as to the Captain's Clerk and Steward, a Subject (I believe) never publickly treated of before.

Upon the Whole, whatever may be contained in the following Sheets worthy of Acceptation, let the

the meritorious Author (to whom I am chiefly obliged) have the Honour due: As to my own Part, if they may prove an Inſtrument of Improvement and Promotion to one young Seaman, be a Means of ſaving the Life but of one Man, or the Preſervation of one Ship, it will be an inexpreſſible Satisfaction, and infinitely compenſate for all the Trouble of this Collection.

WILLIAM MOUNTAINE.

To the READER.

THE Additions to this uſeful Work are as follow: *Firſt*, The Dictonary is enriched with many Terms. *Secondly*, A Table of the Rigging of a Ship of *Six Hundred* Tons, in which, the Length, Weight, and Size of every Part, both of the ſtanding and running Rigging, may be immediately ſeen. *Thirdly*, Some Regulations in the *Eaſt-India* Service, which may be uſeful in the Merchant Service in general. *Laſtly*, In many Parts of the Work will be found ſeveral neceſſary Additions and Corrections, in all which it has been my earneſt Deſire to merit the Name of

Your obedient

humble Servant,

Edmonton,
Dec. 19th, 1782.

JOHN ADAMS.

THE CONTENTS.

Conduct

MARITIME DICTIONARY:

OR,

An Explanation *of the moſt uſeful* SEA-TERMS.

A

ABREAST, Side by Side.

A-hull, without Sails ſet.

Aft, or *Abaft*. From the Head or Fore-part of the Ship towards the Stern; as, *Carry* ſuch a Thing *abaft*; *the Maſt rakes aft*; that is towards the Stern.

Amain, that is, *Yield*: A Term uſed by a Man of War to the Enemy. *Let go amain*, ſuddenly all at once.

Strike amain. Lower your Top ſails.

Aloft, ſignifies *over-head*, or *above*.

The Anchor is foul; that is, the Cable is got about the *Fluke*.

The Anchor is a-Peck, or, *a-Peek*; ſignifying, that it is directly under the *Hawſe* (or Hole) through which the Cable of the Anchor runs out.

The Anchor is a Cock Bill; that is, ſwings or hangs up and down by the Ship's Side.

A-ſtern, behind; oppoſed to *a head*, before.

Avaſt, ſtop, hold your hand.

An Awning, is a Shelter or Skreen, that is made of a Sail, or ſuch like, ſupported in the Nature of a Canopy over the Deck, to keep off the Heat of the Sun.

B.

Bale; that is, lade Water out of the Ship or Boat.

Ballaſt, Iron, Stones, &c. put into the Veſſel's bottom to keep her ſtiff againſt the action of the wind upon the Sails.

Barnacle, a ſpecies of ſhell fiſh, ſticking to the Veſſel's bottom.

To bear towards the Land, &c, that is, to ſail towards it.

Bring your Guns to bear; that is, Point them right with the Mark.

Bear-up; that is, make the Ship ſail more before the Wind, a common, but improper expreſſion.

Beckets, ſtraps to hang looſe ropes in.

Belay, Make fast any Running Rope.

Bend the Sails; that is, fasten or apply them to the Yards.

Her Sails are unbent, viz. Has no Sails fixed.

Bend a Cable, make it fast to the Ring of the Anchor.

Binacle, a little Erection to hold the Compass, and lights to steer by.

A Birth, A convenient Place to moor a Ship, or to be in.

A Bight, Part of a Rope between the Ends doubled.

The Ship is Bilged; that is, has struck off some of her Timber on a Rock or Anchor, and springs a Leak.

Block, a Piece of Wood with Pulleys fastened in it.

The Bits, are two square Pieces of Timber, to which the Cables are fastened, when the Ship rides at Anchor, also to fasten the Topsail-sheets to.

Braces. Ropes by which the Yards are managed.

A Bonnet, is an Addition of another Sail. To fasten it on, they say, *Lace on the Bonnet*. And to take it off, *Shake off the Bonnet*.

Board and Board, signifies, that two Ships come so near as to touch one another, also to sail first on one Tack, then on the other.

To Board a Ship, is to enter it in an hostile Manner, or against the Inclination of those in her.

To go Aboard, is to enter it by Consent, or in a friendly Manner.

Board it up; that is, turn to Windward.

To break Bulk, to open the Hold, and take Goods there out.

A Buoy, is a floating Cask, or such like, which is moored at a Sand-bank, to warn Shipping against it. Also is used to every Anchor, in order to shew where the Anchor lies.

Bow, The round Part of the Ship forward.

Box-haul, A Method of putting a Ship about, when she will not Tack, or misses her Stays.

Brake, of the Pump, that is, the Handle.

Breakers, Rocks and Shoals, on which the Waves are much agitated.

To *Bring to*, to place the Sails to counteract each other.

Broach-to, when the Wind takes the Sail a back.

C.

Cap, which faſtens the upper to the lower Maſts.

Capſtern, is a mechanical Power, fixed perpendicular upon the Deck, and uſed to weigh Anchors, to get the Sheets on board, and for many other Purpoſes when great Force is required.

Cat, A ſtrong Tackle uſed to get the Anchors to the Bow; it is reeved through the *Cat-head*, a ſtrong Piece of Timber at the Bow.

Cieling. The inſide Planks in the Ship's Hold.

To Chace, is to purſue another Ship or Veſſel; and the Ship, *&c.* ſo purſued, is called the *Chace*.

Careening, is bringing a Ship to lie down on one Side, while the other is trimmed and caulked.

Caulking, is driving Oakam, *&c.* into the Seams of the Ship, to keep out Water.

To Cond, or *Cun*, is to direct or guide.

To Cun a Ship, is to direct the Perſon at the Helm how to ſteer her. If the Ship goes before the Wind, then the Pilot, or he who cuns the Ship, uſes the Terms to him that ſteers, according as the Caſe requires; *viz. Starboard*, that is, to put the Helm to the *Starboard* (or right) Side, to make the Ship go to the *Larboard* (or left) Side; and ſo of the contrary. *Port*, is to put the Helm to the *Larboard* or left Side of the Ship; *Steady* is to keep her as ſhe goes with a large Wind.

In keeping the Ship near the Wind, theſe Terms are uſed; *viz. Loof*, (or *Luff*,) *keep your Luff*; *fall not off*.

To make her go *more large*; they ſay, *Eaſe the Helm*; *No near*; *bear-up*.

To keep her upon the ſame Point; when cloſe hauled, they ſay, *Thus*, *thus*, or *As you go*, and ſuch like.

The Courſe, is that Point of the Compaſs on which the Ship ſails.

Courſes, ſignify the Ship's lower Sails; as, *She is under her fore Courſe*; that is, ſails with her Fore Sail only.

Under her Courſes, is under her lower Sails.

The Ship is Crank, that is wants Ballaſt.

D.

Dead-Eyes, by which the Ends of the Shrouds are faſtened.

Dead-Lights, Ports, or Shutters for the Cabin Windows in a Storm.

To Diſembogue, is to go out of the Mouth of a Gulph or River.

To Diſpart a Piece of Ordnance, is to find out the Difference of Diameters betwixt the Breech and Mouth of a Cannon.

The Deck is a Fluſh fore and aft; that is, laid from Head to Stern without any Falls or Riſings.

The Ship drives, is when her Anchors give way.

Dunnage, Wood laid upon the Cieling to preſerve the Cargo if the Ship makes Water.

E.

End for End, is a Term uſed when a Rope runs all out of the Block, ſo that it is unreev'd.

F.

A Fathom, is a Meaſure containing ſix Feet.

A Fake, is one Circle of any Rope or Cable quoiled up round.

To Furl a Sail or hand it, is to wrap it up cloſe together, and bind it up with little Strings, called *Caſkets*, faſt to the Yard.

Fid, a conical or pyramidical Pin.

To Fiſh a Maſt, or *Yard*, is to faſten a Piece of Timber, or Plank (by way of Splinter) to the Maſt or Yard, to ſtrengthen it; which Piece or Plank is called a *Fiſh*.

Fluke, the broad Arrow-like Part of the Point of the Anchor.

To lower or ſtrike the Flag, is to pull it down upon the Cap; and is either done in ſaluting with the utmoſt Reſpect, or in Token of yielding to an Enemy in Fight

Free the Boat or Ship; that is, Bale or Pump the Water out.

To fall off, to go to Leeward; or, when the Wind comes more a-head, it is ſaid to *fall-off*.

Fore and aft, from Head to Stern.

Fore-Caſtle, the foremoſt Deck.

G.

The Ship's Gage, is ſo many Feet as ſhe ſinks in the Water, or ſo many Feet as ſhe draws.

Weather-Gage, is when one Ship has the Wind (or is to Windward of another.

To Graze the Ship, to bring her to lie a-ground, to burn off her old Filth, this is called *Breaming*.

The Ship gripes, *viz.* Turns her Head to the Wind more than ſhe ſhould.

H.

The Helm is hard a Weather; that is, as far to the Windward ſide of the Ship as it will go, and *hard a lee* is the contrary.

To Haul, ſignifies to pull.

Heave over-board, is to throw any Thing out of the Ship.

To Hail a Ship, to call to her Company to know whither they are bound, *&c.* and is thus done:

Hoa the Ship! or only *Hoa!* To which they anſwer, *Hoa!* Likewiſe to ſalute another Ship with Trumpets, *&c.* is called *Hailing*.

Hatchway, the opening in the Ship's Decks.

Freſh the Hawſe, ſignifies to veer out more Cable, when that Part that lies in the *Hawſe* (or Hole through which it runs) is fretted or chafed.

An Hawſer, is a ſmall Cable belonging to the Kedge Anchor.

Clear the Hawſe, is when two Cables, that come through ſeveral *Hawſes*, are twiſted, and are ordered to be untwiſted or freed.

To ride thwart the Hawſe, and *upon the Hawſe*, ſignifies when a Ship lies thwart, or croſs, or with her Stern juſt before another Ship's *Hawſe*.

A Hitch, is a particular Knot uſed to faſten two Ropes together, or a Rope to any Thing.

The Ship Heels, ſhe inclines more to one Side than the other; as, *She heels to the Larboard*, *viz.* inclines to the Larboard (or left) Side.

Helm, or Rudder, the flat Piece of Timber aſtern that governs the Ship, but the Rudder, Tiller, and wheel compoſe the *Helm* in the ſea Phraſe.

The Hold of a Ship, is the very lower Apartment or Diviſion in the Bottom of the Ship, betwixt the Kelſon and the lower Deck, where all Goods, Stores, *&c.* lie.

To rummage the Hold, is to remove or clear the Goods, *&c.* out of it.

To ſtow the Hold, is to place Goods, *&c.* in the Hold.

To Hoiſt, is to hawl or lift up.

To lie a Hull, is when a Ship's Sails are all taken in at Sea.

Hounds, the ſwelling Part of the Maſt near the Top.

I.

Jeers or Geers, the Tackles by which the lower Yards are hoiſted and lowered.

Jigger, a Rope reeved through a ſingle Block.

Jibing, ſhifting a Boom Sail from one Side to the other.

Jury Maſt, a temporary Maſt, when the proper one has been carried away.

K.

Kink, a Twiſt in a Rope the contrary way to which it is wiſted.

Knee, a Piece of Timber with two Branches to ſtrengthen other Timbers.

L.

Lade, to throw out the Water with Buckets.

The Ship labours; that is, rolls and tumbles much.

Land fall, the firſt Land diſcovered after a Voyage.

Land-locked, is when a Ship lies within a Bay or Creek, and ſheltered all round by the Land, ſo that no Point is open to the View of the Sea.

To laſh, ſignifies to bind.

To launch a Ship, is to put her forth off the Dock into the Water.

Launch hoe; *viz.* Hoiſt no more, when a Thing is hoiſted high enough, and that Orders are given to ſtop.

To Lay the Land; that is, to loſe the Sight of it.

Lee-Shore, is that againſt which the Wind blows.

Have a Care of the Lee-lurch, viz. Take Care not to throw the Sails a-back.

She lies by the Lee; that is, a Ship has all her Sails a-back, lying flat againſt the Maſt and Shrouds.

Leewards, is with the Wind, or on that Point towards which the Wind blows.

Larboard and *Luff* ſee *Gun*.

Limbers, Holes cut through the Timbers at the Bottom of the Ship, for the Water to run to the Well.

M.

Mizen. The *Mizen-maſt* is that which is abaft, or neareſt to the Stern of the Ship: It is remarkable that all the maritime Nations call this Maſt the ſame, nearly, except the French, who call it *Artimon*, and the Foremaſt they call *Miſaine*.

Set the Mizen; that is, haul out the Mizen-ſail.

Change the Mizen; bring the Yard to the other Side of the Maſt.

Peek the Mizen; that is, point the Yard higher up.

To moor a Ship, is to lay out her Anchors in ſuch Manner as ſhe may moſt conveniently ride with Safety.

To mouſe, to ſecure, to confine.

N.

Neap-Tides, are thoſe Tides which are in the firſt and laſt Quarter of the Moon, and are not ſo high, ſo low, nor ſo ſwift, as the Spring-tides.

A Ship is beneaped; that is, when the Water does not flow high enough to bring her from off the Ground, or over the Bar, or out of a Dock.

No-man's-land, abaft the Belfry.

O.

Oakum, old Ropes reduced to Hemp again.

The Offing, is to the Seaward from the Land; as, when a Ship or a Fleet is ſaid to *lie in the Offing*, it means, that they, from whom that Expreſſion has come, were in a Ship which lay in Harbour, or were near the Shore, when the others were to the Seaward of them.

Offward, ſignifies contrary to the Shore.

She ſtands for the Offing; the Ship ſails from the Shore, into the Sea, or from the Landward to the Seaward.

Overhaul, to examine ſtrictly; alſo to let down a Tackle, or looſen the Lanyards.

P.

To Pay a Seam, is to lay hot Pitch & Tar on after Caulking.

To Parcel a Seam, (a after the Seam is caulked) to lay over it a narrow Piece of Canvas, and then pour hot Pitch and Tar on it.

Partners, Holes in the Deck ſtrengthened, through which the Maſts go.

To Purchaſe an Anchor; that is, to looſen it ſo as to be able to hawl it up.

The Capſtain Purchaſes a-pace, *viz.* draws in the Cable a-pace.

To Pay, to lay on a Coat of Pitch, Tallow, Turpentine, &c. *To pay out the Cable*, is to ſlacken it, to let the Ship go a-ſtern.

Poop, the higheſt and aftmoſt Deck of a Ship.

Preventer, an additional Rope, as preventer Braces, &c.

Q.

Quarter-winds, are when the Wind blows in abaft the Main-maſt Shrouds, even with the Ship's Quarters.

A Quoil, is a Rope or Cable laid up round, one *Fake* over another; and the *Fake* is called *Quoiling*. *See Fake.*

Quarantine, the Time a Ship's Company is confined, when they come from a ſickly Place, before they are allowed to aſſociate with the Inhabitants.

Quarter-Deck, the uppermoſt between the Main and Mizen-maſt.

R.

Rake, to incline, or lean fore and aft.

Ratling, ſmall Ropes tied a-croſs the Shrouds, by which the Men aſcend to the Maſt-head.

A Reach, is the Diſtance between any two Points of Land, that lie in a right Line, from each other.

To Reeve, is to put a Rope through a Block; ſo *Unreeving the Rope*, is to pull the Rope out of the Block, but *Reef* is part of a Sail taken in.

To Ride; a Ship is ſaid to *Ride at Anchor*, when ſhe does not drive with the Wind or Tide, but is held faſt by the Anchors.

To Ride a-thwart, is to ride with the Ship's Side to the Tide.

To Ride betwixt Wind and Tide, is when the Ship rides at Anchor, and that the Wind and Tide are contrary, and have equal Strength.

A Road, is any Place near the Land, where Ships may ride at Anchor; from whence a Ship ſo riding, is called a *Rouder*.

Rowſe-in, ſignifies to *hawl-in*, and is properly applicable only to the *Hawſer* or *Cable*, in ordering it to be made ſtraight, tight, or *tort*, when it is ſlack.

Rudder, ſee *Helm*.

Running-Rigging, that which moves over pulleys, oppoſed to that which is fixed, called *ſtanding Rigging*.

S.

To Serve a Rope, is to wind ſomething about it to preſerve it from fretting, or wearing out.

A Service; the Thing wound about a Rope is ſo called.

To Seize, is to make faſt or bind.

Sennit, five, ſeven, or nine Yarns braided together.

Sheaves, the pulleys over which the Ropes paſs in the blocks.

Sheers, the Engine uſed to take the lower Maſts out, or to fix them in. *Shivering*, is when the Sails ſhake in the Wind.

The Sound, is to try with a Line, or other Thing, how deep the Water is.

To Splice Ropes; that is, to untwiſt two Ends of Ropes, and faſten them together, by interlaying the Strands.

The Sails are Split; that is, blown to Pieces.

Shrouds, the ſtrong ſtanding Rigging that ſupports the Maſts, on each Side the Ship.

Spindle, the ſmall Iron Pin, to which the Vane is fixed at the Maſt-head

Spring-tides, are the Tides at new and full Moon, which flow higheſt, ebb loweſt, and run ſtrongeſt.

The Bowſprit Steeves; *viz.* ſtands too upright.

Stem, the Foremoſt Part of the Veſſel.

Stern, the Aftermoſt Part of the Ship.

Strand, one of the Twists of a Rope.

Swab, a sort of Mop made of Rope-yarns.

T.

Tack-about; that is, bring the Ship's Head about to lie the other Way.

Tackle, the Ropes reeved through the Blocks for hoisting or lowering any Thing. In Mechanics this is called a Pulley.

Tally-aft the Sheets; a particular Term used for hawling aft the Sheets of the Main or Fore-sail.

A Windward Tide, is a Tide that runs against the Wind.

Taught, signifies the same as straight, tight, or secure.

A Leeward-Tide, when the Wind and Tide both go one Way,

Thwart-Ships, a-cross the Ship.

Tiller, the Bar or Lever used to manage the Rudder in steering.

To Tide it up, is to go with the Tide against the Wind; and on the Tide's altering, to lie at Anchor till it serves again.

It flows Tide and half Tide; that is, it will run sooner by three Hours by the Shore than in the Offing.

To Tow; that is, to drag any Thing after the Ship or Boat.

The Ship's Traverse, the various Courses she runs in a Day.

V.

Vane, the Weather-cock.

To Veer; that is, to let out; as Veer more Cable, &c. also to turn the *Capstern* round.

The Wind Veers, viz. it shifts or changes about from one Point to another.

Voyol, a Rope made fast to the Cable, and brought to the Capstern, to heave up the Anchor.

W.

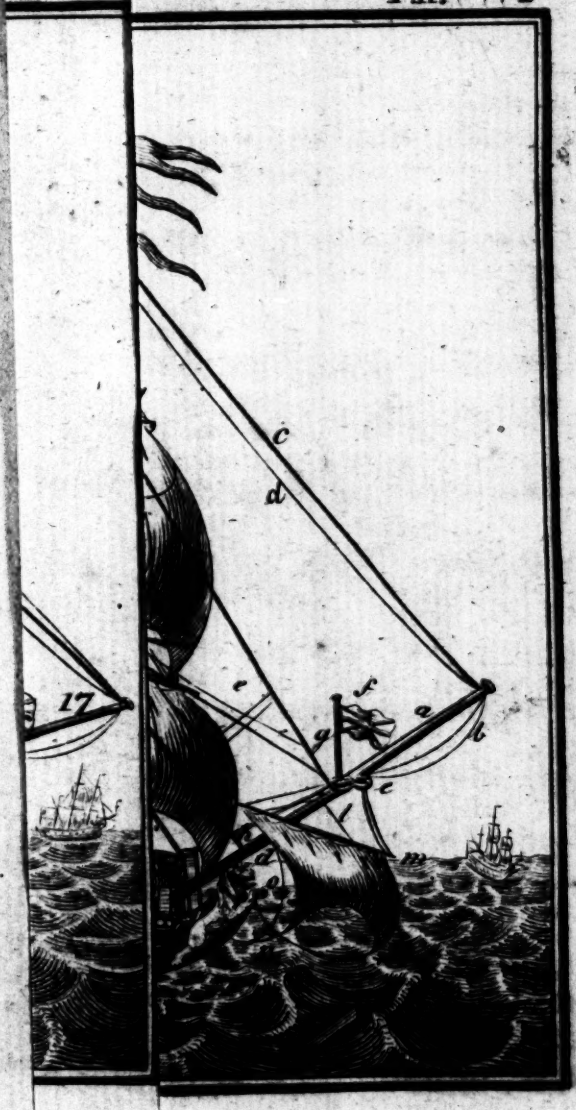
Waist, that Part of the Ship between the Fore-castle, and Quarter-Deck.

Watch, that Part of the Ship's Crew that keeps Guard; also the time they are upon Guard.

The Wake of the Ship, is the Eddy of the Water that the Ship makes in passing through it.

To Weather a Ship; that is, to go to Windward of her.

To Weigh, to heave up the Anchor and prepare for Sailing.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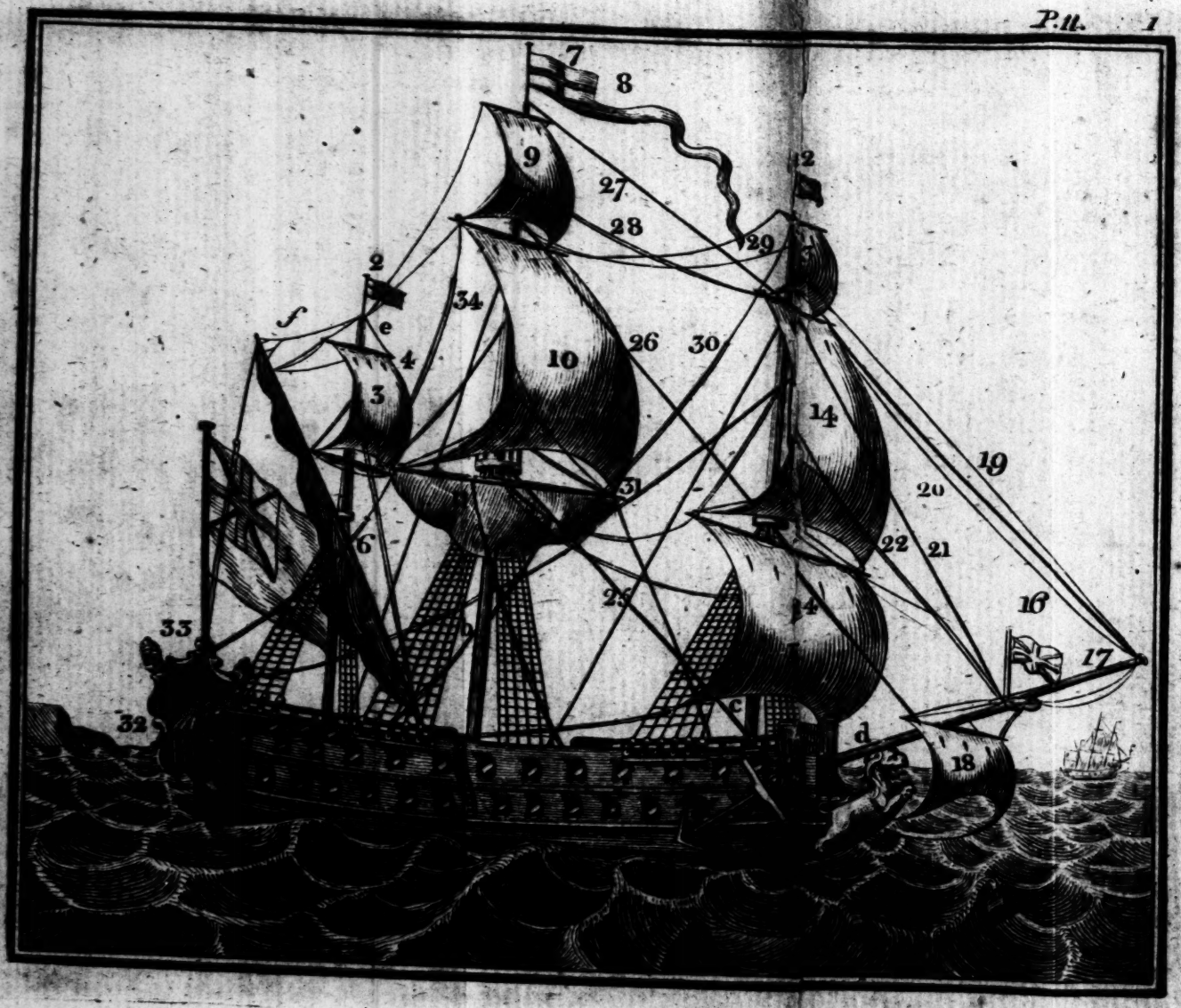
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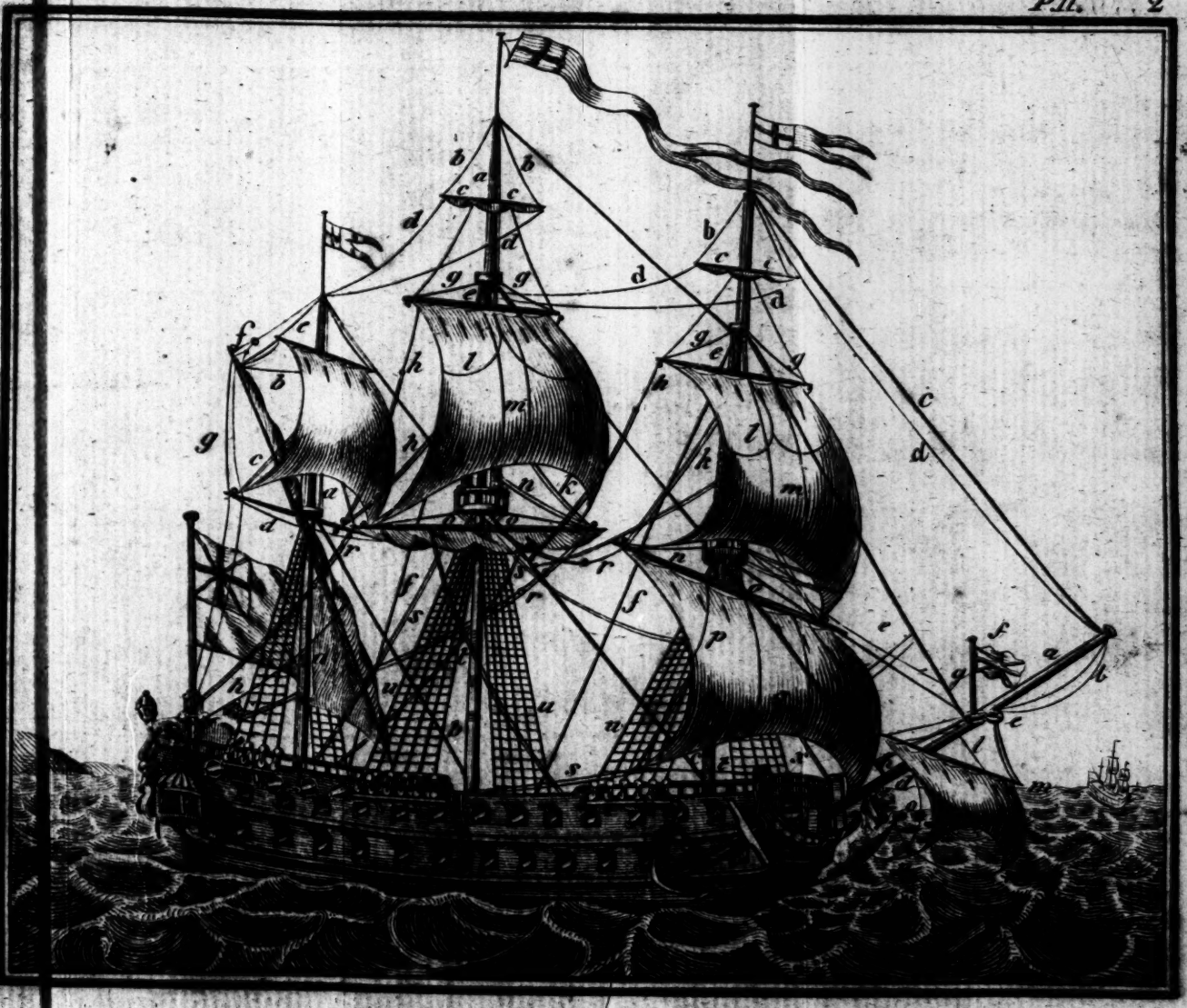

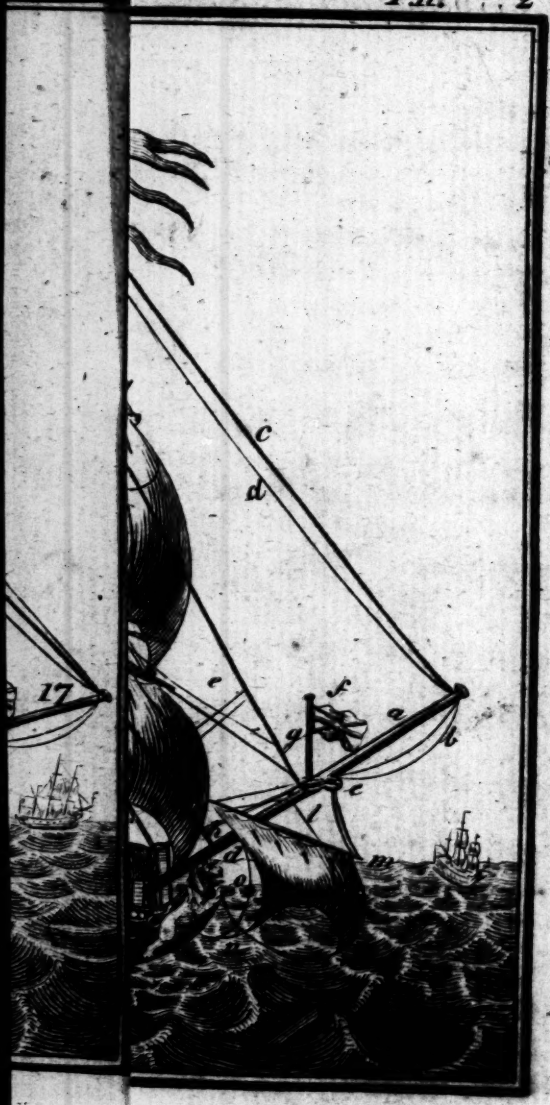
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To Wind a Ship; *viz.* to bring her Head about.

How Winds the Ship? that is, upon what Point of the Compaſs ſhe lies with her Head.

Windlaſs, a large Piece of Timber placed athwart Ships, uſed in Merchants Ships to heave up the Anchor.

To Warp a Ship in or out of Harbour, is to carry her againſt the Wind, by Means of carrying out an Anchor in the Boat, and dropping it; then to hawl upon it, and ſo carry out another Anchor, after the Ship is come up to the firſt Anchor.

To Would, that is to bind Ropes about the Maſt, or the like, to keep on a Fiſh, or ſtrengthen it.

Y.

The Ship Yaws; *viz.* ſhe goes in and out, and does not ſteer ſteady.

A SHIP's TACKLING deſcribed.

See the Draught of a SHIP annexed.

1 ENſign
2 Mizen-vane
3 Mizen-top-ſail
4 Mizen-top-ſail-yard
5 Croſs-jack-yard
6 Mizen-yard
7 Main-vane
8 Main pendant
9 Main-top-gallant-ſail
10 Main-top-ſail
11 Main-ſail
12 Fore-vane
13 Fore-top-gallant-ſail
14 Fore-top-ſail
15 Fore-ſail
16 Jack
17 Jib-boom
18 Sprit-ſail
19 Fore-top-gallant ſtay
20 Fore-top-gallant-bow-lines
21 Fore-top-maſt-ſtay
22 Fore-top-ſail-bow-lines
23 Crane-line
24 Fore-ſtay
25 Main-ſtay
26 Main-top-maſt-ſtay
27 Main-top-gallant-ſtay
28 Main-top-gallant-bow-lines
29 Fore-top-gallant-braces
30 Fore-top-ſail-braces
31 Main-top-ſail-bow-lines
32 Galleries
33 Poop Lanthorns
34 Main-top-ſail-braces

a Mizen-maſt
b Main maſt
c Fore-maſt
d Bowſprit
e Mizen-top-ſail-lifts
f Mizen-crow-ſoot
g Hoiſting line for a Flag, or pendant
h Mizen ſheet
a Mizen-top-maſt
b Mizen-top-ſail brace
c Main-top ſail clew-line
d Mizen-top-ſail-ſheet

Main-Maſt.

a Main-top-gallant-maſt
b Main-top-gallant-lifts
c Main-top-gallant-yard
d Main-top-gallant-braces
e Main-top-maſt
f Main-top-maſt-back-ſtay
g Main-top-ſail-lifts
h Main-top-ſail-braces
k Main-top-ſail-clew-lines
l Main-top-ſail-leech-lines
m Main-top ſail-bunt-lines
n Main-lifts
o Main-yards
r Main-braces
s Main-ſheets
t Main-tacks
u Main-ſhrouds

Fore-Maſt.

a Fore-top-gallant-maſt
b Fore-top-gallant-lifts
c Fore-top-gallant-yard
d Fore-top-gallant-braces
e Fore-top-maſt
f Fore-top-maſt-back ſtay
g Fore top-ſail lifts
h Fore top-ſail-braces
k Fore-top ſail-clew-lines
l Fore-top-ſail-leech-lines
m Fore-top-ſail bunt lines
n Fore-lifts
o Fore yard
p Fore leech lines
q Fore-bunt-lines
r Fore-braces
s Fore ſheets
t Fore-tacks
u Fore-ſhrouds
w Fore-clew-garnet

Bowſprit.

a Jib-boom
b The Horſe
c Jib-guy
d Jib-haliards
e The Rees
f The Jack
g The Jack-ſtaff
h Horſe on the Bowſprit
l Standing-lifts for ſprit-ſail-yard
m Sprit-ſail-yard
n Sprit-ſail-ſheets
o Sprit-ſail-clew-lines

THE

SEAMAN's VADE-MECUM.

The Names of the Maſts, Yards, and Ropes of Rigging reſpectively belonging to each Maſt and Yard of a Ship compleat.

Rigging to the Bow-ſprit, and Sprit-ſail-yard.

SHEETS, Horſe, Clew-lines, Slings for the Yard, Haliards, Lifts, Garnets, Standing-lifts, Pendents for Braces, Falls to them, Woolding, Bunt-lines, Man-ropes, Fore-ſtay-ſail Netting, Bob-ſtays.

Rigging to the Jib-boom, and Sprit-ſail Top-ſail-yard.

Stay, Guy, Haliards, Out-hauler, In-hauler, Down-hauler, Sheets, Braces, Clew-lines, Lifts, Horſes, Parrel-Rope, Traveller.

Rigging to the Fore-maſt and Fore-yard.

Pendents of Tackles, Runners of Tackles, Falls of Tackles, Shrouds, Laniard, Stay, Collar, Laniard, Put-locks, Parrel-rope, Clew-garnets, Bow-lines, Bridles, Pendents for Braces, Falls to them, Bunt-lines, Sheets, Tacks,

Lifts, Leech-lines, Jeers, Leg of the Catharpings, Falls to them, Stoppers of the Top-ſail, Sheets, Tie, Haliards.

Rigging to the Fore-top-maſt, and Fore-top-ſail-yard.

Pendents of Top rope, Falls to the ſame, Shrouds, Laniards, Stay, Laniard, Lifts, Puttocks, Tie, Runner, Haliards, Bow-lines, Bridles, Clew-Lines, Pendent of Tackles, Falls to them, Sheets, Parrel-ropes, Leech lines, Braces, Pendent, Bunt-lines, Standing-back-ſtays, Laniards, Nave-line.

Rigging to the Fore-top-gallant-maſt, and Fore-top-gallant-yard.

Stay, Tie, Haliards, Lifts, Braces, Clew-lines, Bow-lines, Bridles, Parrel-rope, Shrouds, Laniards.

Rigging to the Main-maſt, and Main-yard.

Pendent of Tackle, Runners of Tackle, Falls of Tackle, Lifts, Shrouds, Laniards, Stay, Collar, Laniards, Pendent of Garnet, Guy, Fall of the Garnet, Tacks Taper-laid, Sheets, Clew-garnets, Bow-lines, Bridles, Pendents of Braces, Falls, Jeers, Parrel-rope, Leech-lines, Bunt-lines, Slab-line, Puttocks, Legs of Catharpings, Falls to them, Stoppers of Fore-ſheets, Tackles to ſet up Shrouds, Bouſing-Tackles, Tie, Haliards.

Rigging to the Main-top-maſt, Main-top-ſail-yard, and Croſs-jack-yard.

Pendent of Tackle, Falls to them, Shrouds, Laniards, Standing-back-ſtays, Laniards, Stay, Laniards, Lifts, Braces, Pendents, Bow-lines, Bridles, Pendents of Top-rope, Falls to them, Clew lines, Tie, Runners, Haliards, Leech-lines, Bunt-lines, Puttocks, Parrel-rope, Sheets, Nave-line.

Rigging

Rigging to the Main-top-gallant-maſt, and Main-top-gallant-yard.

Stays, Braces, Bow-lines, Bridles, Parrel-rope, Tie, Haliards, Clew-lines, Lifts, Shrouds, Laniards.

Rigging to the Mizen-maſt, and Mizen-yard.

Shrouds, Laniards, Stay, Laniards, Haliards, Parrel-rope, Truſs, Sheet, Tack, Bow-lines, Brailes.

Rigging to the Croſs-jack.

Lifts, Braces, Standing lifts, Laniards.

Rigging to the Mizen-top-maſt, and Mizen Top-ſail-yard.

Shrouds, Laniards, Puttocks, Braces, Bow-lines, Bridles, Tie, Haliards, Lifts, Parrel-rope, Stay, Clew-lines.

Neceſſaries.

Cables, Hawſers, Tackles, Voyol, Cat-rope, Stoppers, Shank-painters, Buoy-ropes, Fiſh-hook Rope and Fall, Boat-painters.

Directions for making of Maſts and Yards according to Proportion for the Merchants Service.

FOR the Main-maſt. As 7 is to 20, ſo is the Breadth at the Beam, to the Length thereof; and Three Quarters the Breadth at the Beam is the Thickneſs; Inches for Feet.

The Fore-maſt is ſeven-eighths of the Main-maſt, and Thickneſs proportionable.

The Mizen-maſt two-thirds of the Main-maſt, and Thickneſs proportionable.

The Bow-ſprit three-fifths of the Main-maſt, and for Thickneſs one Inch leſs than the Main-maſt.

The Main-top-maſt, three-fifths, or four-ſevenths of the Main-maſt, and Thickneſs proportionable.

The Fore-top-maſt, ſeven-eighths of the Main-top-maſt, and Thickneſs proportionable.

The Mizen-top-maſt four-ſevenths of the Main-top-maſt, and Thickneſs proportionable.

The Main-top-gallant-maſt, five-twelfths of the Main-top-maſt, and Thickneſs proportionable.

The Fore-top-gallant-maſt, ſeven-eighths of the Main-top-gallant-maſt, and Thickneſs proportionable.

The Jib-boom is two-thirds of the Bowſprit.

The Maſt-head of any Maſt from the Croſs-trees to the Head, requires one-tenth of the Maſt.

For the Yards.

The Main-yard, ſeven-tenths of the Main-maſt.

The Fore-yard, ſeven-eighths of the Main-yard.

The Mizen-yard muſt be a Medium between both.

The Main Top-ſail-yard, Sprit-ſail-yard, and Croſs-jack yard, two-thirds of the Main-yard.

The Fore-top-ſail-yard, ſeven-eighths of the Main-top-ſail-yard.

The Main-top-gallant-yard, three-fifths of the Main-top-ſail-yard.

The main-top-gallant-yard three-fifths of the Main-top-gallant-yard.

The Mizen-top-ſail-yard, and Sprit-ſail-top-ſail-yard are the ſame Length with the Main-top-gallant-yard.

The Proportions of Lower Maſts.

Every Inch thick at the Partners, requires nine-tenths in the Middle, and two-thirds at the End. *Note*, The Middle here meant is the Medium between the Partners, and the very Extremity of the Maſt.

The Proportion for Ships of War, as uſed in His Majeſty's Yard, is as follows:

TO find the Length of the Main-maſt, take half the Length of the Keel, and the Breadth of the Beam, add them together, and divide them by 3, and that is your Length in Yards.

Your Fore-maſt muſt be eight-ninths of your Main-maſt.

The Mizen-maſt muſt be two-thirds of your Main-maſt, if it ſtands upon Deck; but if in the Hold, three Quarters of your Main-maſt.

The Bow ſprit muſt be eight-ninths of your Fore-maſt.

The Main-top-maſt, three fifths of your Main-maſt.

The Main-top-gallant-maſt, half of your Main-top-maſt.

The Fore-top-maſt, three-fifths of your Fore-maſt.

The Fore-top-gallant maſt, half of your Fore-top-maſt.

The Mizen-top-maſt, three-fifths of your Mizen-maſt.

To find the Length of your Main-yard, take thrice the Breadth of your Beam and a half, add them together, and divide by 3; and that gives you the Length in Yards.

The Main-top-ſail-yard, half your Main-yard.

The Main-top-gallant-yard, half of your Main-top-ſail-yard.

The Fore-top-ſail-yard, half of your Fore-yard.

The Fore-top-gallant-yard, half of your Fore top-ſail-yard.

The Croſs-jack-yard, muſt be the Length of your Main-top-ſail-yard.

Proportions for maſting and yarding a Ship in India, or any Fair Weather Country.

FOR the Main-maſt, twice and a half the Breadth of the Ship.

Main-yard, twice ditto.

Main-top-maſt, two-thirds of the Main-maſt.

Main-top-ſail-yard, two-thirds of the Main-yard.

Main-top-gallant-maſt, two-thirds of the Main-top-maſt.

Main-top-gallant-yard, two-thirds of the Main-top-ſail-yard.

Fore-maſt is nine-tenths of the Main-maſt.

Fore-yard, nine-tenths of the Main-yard.

Fore-top-maſt, two-thirds of the Fore-maſt.

Fore-top-ſail-yard, two-thirds of the Fore-yard.

Fore-top-gallant-maſt, two-thirds of the Top-maſt.

Ditto-yard, two-thirds of the Top-ſail-yard.

Mizen-maſt, if ſtept in the Gun-deck, two-thirds of the Main-maſt, if in the Hold, three-fourths.

Mizen-top-maſt, two-thirds of the Mizen-maſt, if ſtept in the Hold.

Croſs-jack-yard, two-thirds of the Main-yard.

Mizen-top-ſail yard, two-thirds of the Croſs-jack-yard.

Bow-ſprit, two-thirds of the Main-maſt.

Jib-boom, two-thirds of the Bow-ſprit.

Sprit-ſail-yard, two-thirds of the Main-yard.

Of RIGGING a SHIP.

Rigging for the Fore-maſt.

TWO-thirds of the Length of the Maſt is the firſt Length of the Shrouds; and afterwards give Allowance according to their Rake, and as they riſe upon the Head of the Maſt.

Half the Length of the Shroud is the Length of the Pendents; if double, two-thirds.

The Length of the Maſt is the Length of the Stay.

Thrice the Length of the Shroud is the Length of the Lifts.

Three Times the Length of the Shrouds is the Length of the Clew-garnets.

Twice the Length of the Maſt, from the Deck to the Croſs-tree, is the Length of the Bunt-lines.

Legs, Horſes, one Length and a fifth of the Yard.

Twice

Twice the Length of the Main-yard is the Length of the Leech-lines.

Twice the Length of the Main-yard for the Braces.

Parrel-rope, two-thirds of the Yard.

Two and a half the Length of the Main-yard for the Fore-ſheets.

Four Times the Length of the Maſt is the Length of the Jeers.

Twice the Length of the Main-yard is the Length of the Bunt-lines; and the ſame Length for the Top-ſail-ſheets.

Rigging for the Main-maſt.

The Length of the Shrouds is the Length of the Pendents; if double, two-thirds of the Shrouds.

Two-thirds the Length of the Maſt, is the Length of the Shrouds.

The Length of the Maſt, and one-eighth more, is the Length of the Stay.

Four Times the Length of the Maſt, from the Deck to the Croſs-trees, is the Length of the Jeers; if four-fold Jeers, five Times.

A Length and an half of the Main-yard, is the Length of the Studding-ſail Haliards,

Two Lengths and two-thirds of the Main-maſt, is the Length of the Stay-ſail Haliards.

Horſes, one Length and one-third of the Yard.

Parrel-ropes, two-thirds of the Yard.

Three Times the Length of the Main-yard, is the Length of the Lifts.

Twice and an half the Length of the Main-yard, is the Length of the Braces.

The Length of the Main-yard, is the Length of the Bow-lines.

Twice and an half the Length of the Main-yard, is the Length of the Clew-garnet.

Bunt-lines muſt be four Times the Length of the Maſt, for Falls and Legs.

Twice

Twice the Length of the Main-yard is the Length of the Leech-lines.

The Length of the Main yard, is the Length of the Tacks; Runners muſt be the ſame Length.

Twice and an half the Length of the Main-yard, is the Length of the Sheets.

Twice the Length of the Maſt, is the Length of the Nave-line.

Twice the Length of the Main-yard, is the Length of the Top-ſail-ſheets.

Twice the Length of the Maſt, is the Length of the Slab-line.

Rigging for the Mizen-maſt.

Four Times the Length of the Maſt, from the Deck to the Croſs-tree, is the Length of the Haliards.

Twice the Length of the Maſt, from the Deck to the Croſs-tree, is the Length of the Brails.

The Length and one-third of the Yard is the Length of the Sheet.

The Tacks about three Fathoms.

The Length of the Maſt is the Length of the Shrouds.

Half the Shrouds is the Length of the Pendents.

The Length of the Main-yard is the Length of the Burton-fall.

The Length of the Maſt is the Length of the Stay, wanting the Length of the Head of the Maſt, if it ſteps in the Hold.

The Length of the Croſs-jack-yard is the Length of the Bow-lines.

Rigging for the Fore-top-maſt.

One-third the Length of the Shrouds, is the Length of the Pendents.

Once the Length of the Maſt, is the Length of the Shrouds.

Once

Once the Length of the Fore-yard, is the Length of the Burtons.

Pendents of the Burtons, half the Length of the Top-ſail-yards; and Falls for them, twice the Length of the Yard.

Twice and an half the Length of the Fore-yard is the Length of the Lifts.

Thrice the Length of the Yard, is the Length of the Clew-line.

Twice and an half the Length of the Fore-yard, is the Length of the Braces.

Twice the Length of the Fore-yard, is the Length of the Bow lines.

Twice the Length of the Fore-top-ſail-yard, is the Length of the Leech-lines.

Once the Length of the Top-maſt, is the Length of the Tie.

Once and an half the Length of the Fore-yard, is the Length of the Runners.

Thrice the Length of the Fore-yard, is the Length of the Haliards.

Once and one-third the Length of the Maſt, is the Length of the Stay.

Once and an half the Length of the Fore-yard, is the Length of the Back ſtays.

Twice the Length of the Fore-yard, is the Length of the Bunt-lines.

Rigging for the Main-top-maſt.

Half the Length of the Shrouds, is the Length of the Pendents.

Once the Length of the Maſt, is the Length of Shrouds.

Once and an half the Length of the Maſt, is the Length of the Stay.

Twice and an half the Length of the Main-yard, is the Length of the Braces.

One-third of the Length of the Main-yard, is the Length of the Burtons; Pendents of the Burtons half the Length of

the

the Top-ſail-yard, and Falls for Burtons is two Lengths and one-third of the Main-yard.

Twice and an half the Length of the Main-yard, is the Length of the Lifts.

Twice the Length of the Main-yard, is the Length of the Bunt-lines.

Thrice the Length of the Main-yard, is the Length of the Clew-lines.

Once the Length of the Top-maſt-ſhrouds, is the Length of the Tie.

Once the Length of the Main-yard, is the Length of the Runners.

Three Times the Length of the Main-yard, is the Length of the Haliards.

Twice the Length of the Top-ſail-yard, is the Length of the Leech-lines.

Twice the Length from the Deck to the Hounds, is the Length of the Bunt-lines.

Once and one-fourth the Length of the Main-ſhrouds, is the Length of the Top-rope.

Four Times the Length of the Main-maſt, is the Length of the Top-rope-fall.

One-third of the Top-ſail-yard, is the Length of the Pendents for Braces.

Once and an half the Length of the Yard, is the Length of the Back-ſtays.

Rigging for the Mizen-top-maſt.

One-third of the Shrouds, is the Length of the Pendents.

The Length of the Maſt, from the Croſs-trees to the Heel, is the Length of the Shrouds.

Once and an half the Length of the Maſt, is the Length of the Stay.

Three Times the Length of the Maſt, is the Length of the Lifts.

Once and one-third of the Length of the Mizen-yard, is the Length of the Braces.

Once

Once and an half the Length of the Croſs-jack-yard, is the Length of the Bow-lines.

Twice and an half the Length of the Croſs-jack-yard, is the Length of the Croſs-jack-braces; if double, two Lengths and an half of the Mizen-yard.

Twice and an half the Length of the Croſs-jack-yard, is the Length of the Sheets.

Twice and an half the Length of the Croſs-jack yard, is the Length of the Clew-lines.

Once and two-thirds the Length of the Mizen-yard, is the Length of the Haliards.

Once the Length of the Top-maſt, from the Croſs-trees to the Heel, is the Length of the Tie.

Rigging for the Fore top-gallant-maſt.

Once the Length of the Maſt, from the Croſs-trees to the Heel, is the Length of the Shrouds.

Once and an half the Length of the Fore-yard, is the Length of the Stay.

Three Times the Length of the Maſt, is the Length of the Lifts.

Twice and an half the Length of the Fore-yard, is the Length of the Braces.

Twice and an half the Length of the Fore yard, is the Length of the Bow-lines.

Twice and an half the Length of the Fore-yard, is the Length of the Haliards.

Rigging for the Main-top-gallant-maſt.

Once the Length of the Maſt, from the Croſs-trees to the Heel, is the Length of the Shrouds.

Two Lengths and one-fourth of the Top-maſt-ſhrouds, is the Length of the Stay.

Thrice the Length of the Top-gallant-maſt, is the Length of the Lifts.

Once the Length of the Yard, is the Length of the Parrel-rope.

Twice the Length of the Main-yard, is the Length of the Braces.

Twice

Twice the Length of the Main-yard, is the Length of the Bow-lines.

The Length of the Maſt is the Length of the Tie.

Twice and one-fourth the Length of the Main-yard, is the Length of the Haliards; if ſingle, one Length and two-thirds of the Main-yard.

Twice the Length of the Main-yard, is the Length of the Top-rope.

For the Sprit-ſail-yard.

Three Times the Length of the Yard, is the Length of the Haliards.

Three Times the Length of the Yard, is the Length of the Lifts.

Twice the Length of the Yard, gives the Length of the Clew-lines.

Twice the Length of the Fore-yard, is the Length of the Braces.

Twice the Length of the Yard, is the Length of the Bunt-lines.

For the Sheets, thrice the Length of the Yard; and for the Pendents, one-third of the Yard.

To ſize the Cables.

For every Foot by the Beam, allow half an Inch Circumference for the Sheet Cable; the beſt Bower half an Inch leſs; and the ſmall Bower, half an Inch leſs than the beſt.

For Anchors.

Take five hundred Weight for every hundred Tons Burthen; and one hundred Weight for Foot by the Beam; Half the Sum will be a proper Weight for the Bower Anchor.

To find a Ship's Tonnage.

Multiply the Length of the Keel, the Breadth of the Beam, and Depth of the Hold together; the Product thence ariſing, being divided by 100, gives the Tonnage.

Number,

Number, Weight, and Size of ANCHORS *and* CABLES *for a Ship of each Claſs.*

		Anchors				Cables.	
			Weight of each				Size of each
Rate.	Guns.	N°	C.	qr.	lb.	N°	Inches.
1	100	5	81	0	0	9	24
	Stream	1	21	0	0	1	15
	Kedge	1	10	0	0		
2	90	5	73	0	0	9	23
		1	18	0	0	1	14½
		1	9	2	0		
3	80	4	70	0	0	8	22
		1	16	0	0	1	13½
		1	8	2	0		
	70	4	58	2	0	7	20½
		1	14	0	0	1	12½
		1	7	2	0		
4	60	4	56	2	0	7	19½
		1	13	0	0	1	11½
		1	6	2	0		
	50	4	48	2	0	7	18½
		1	11	2	0	1	11
		1	6	0	0		
5	40	4	37	3	0	7	17
		1	9	3	0	1	10
		1	5	0	0		
6	24	4	29	1	0	6	15
		1	7	2	0	1	8½
		1	4	0	0		
Sloops.		3	15	0	0	5	13
		1	7	0	0	1	8
		1	3	2	0		

A CORDAGE TABLE, *shewing how many Fathom, Feet, and Inches of a Rope of any Size under* 14 *Inches, makes an Hundred Weight; with the Construction of the Table, and Rules to calculate the Weight of Ropes to any large Circumference.*

I.	F.	F.	I.	I.	F.	F.	I.	I.	F.	F.	I.
1	486	0	0	6	13	3	0	11	4	0	1
¼	311	0	2	¼	12	2	7	¼	3	5	0
½	216	0	0	½	11	3	0	½	3	4	0
¾	158	4	1	¾	10	4	0	¾	3	3	1
2	121	3	0	7	9	5	6	12	3	2	3
¼	96	0	0	¼	9	1	5	¼	3	1	5
½	77	4	6	½	8	3	7	½	3	0	8
¾	64	1	7	¾	8	0	6	¾	2	5	11
3	54	0	0	8	7	3	6	13	2	5	3
¼	46	0	0	¼	7	0	10	¼	2	4	7
½	39	4	0	½	6	4	4	½	2	4	0
¾	34	3	4	¾	6	2	1	¾	2	3	5
4	30	2	3	9	6	0	0	14	2	2	10
¼	26	5	5	¼	5	4	1				
½	24	0	0	½	5	2	3				
¾	21	3	2	¾	5	0	8				
5	19	2	7	10	4	5	1				
¼	17	3	9	¼	4	3	9				
½	16	0	4	½	4	2	5				
¾	14	4	2	¾	4	1	2				
6	13	3	0	11	4	0	1				

The

The Uſe of the Cordage-Table.

THE Letters *I. F. F. I.* at the Top of the Table ſignify *Inches*, *Fathom*, *Feet* and *Inches*. The firſt Column being the Girt or Circumference of the Rope in Inches and Quarters, and the other three the Fathoms, Feet and Inches that make up an Hundred Weight of ſuch a Rope. One Example will make it plain.

Suppoſe I deſire to know how much of a 7 Inch Rope will make an Hundred; find the 7 in the 5th Column under *I.* or Inches Girt of the Rope, and againſt that, in the ſixth, ſeventh, and eighth Columns, you find 9 | 5 | 6; which ſhews, that (in a Rope of 7 Inches) 9 Fathom, 5 Feet, and 6 Inches, is required to make an Hundred Weight: And ſo in a 9 Inch Rope, 6 Fathom makes an Hundred Weight: And in a three Inch Rope, 54 Fathom makes an Hundred Weight, &c.

The Conſtruction of this TABLE *is from hence.*

A Rope of 1 Inch about, requires 486 Fathom to make up an Hundred Weight; and, as the ſuperficial Content of all Circles are in Proportion to the Squares of their Diameters, (and conſequently to the Squares of their Circumferences) it will follow, that as a Rope of 1 Inch in Circumference, whoſe Square is alſo 1, has 486 Fathom to an Hundred Weight; 486 divided by the Square of the Circumference, or Girt of any other Rope, the Quotient will give the Number of Fathoms in an Hundred Weight: As for *Example*, In a 9 Inch Rope, 9 Times 9 is 81, by which divide 486, the Quotient is 6, the Fathoms in an Hundred Weight: And ſo for a 3 Inch Rope, 3 Times 3 is 9, by which divide 486, the Quotient is 54 Fathom to an Hundred Weight, as in the Table; and where there is a Fraction in the Diviſion, it may be reduced to Feet and Inches; 6 Feet being a Fathom, and 12 Inches being a Foot.

A Table *ſhewing the Weight of any Cable or Rope of* 120 *Fath. in Length, and for every half In. from* 3 *In. to* 24 *in Circumference.*

In.	C.	Q.	In.	C.	Q.
3	2	1	14	49	0
3½	3	0	14½	52	2
4	4	0	15	56	1
4½	5	0	15½	60	0
5	6	1	16	64	0
5½	7	2	16½	68	0
6	9	0	17	72	1
6½	10	2	17½	76	2
7	12	1	18	81	0
7½	14	0	18½	85	2
8	16	0	19	90	1
8½	18	0	19½	95	0
9	20	1	20	100	0
9½	22	2	20½	105	0
10	25	0	21	110	1
10½	27	2	21½	115	2
11	30	1	22	121	0
11½	33	0	22½	126	2
12	36	0	23	132	1
12½	39	0	23½	138	0
13	42	1	24	144	0
13½	45	2			

I choſe to inſtance in a Cable of the Length above-mentioned, becauſe Yarn ſet at 200 Fathom, will, in the laying of a Cable, work up or ſhorten to 120 Fathom; Cable-laid Ropes working in about two Parts in five, but if it is at half Cable, or a Part of a Cable of any other Length, the Weight of 120 Fathom being found by the Table, the Weight of any leſſer Part is eaſily found in Proportion to its Length.

The Uſe of the TABLE.

THE firſt Column marked *I.* for *Inches*, is the Thickneſs or Circumference of the Cable to every half Inch from 3 to 24; the ſecond and third, marked *C. Q.* for *Hundreds* and *Quarters*, are the Hundreds and Quarters that it will weigh if 120 Fathom in Length. As for Inſtance, ſuppoſe a Cable of fourteen Inches and an half; look againſt $14\frac{1}{2}$ in the fourth Column, and you find againſt it in the other Column, 52 | 2; which ſhews that 120 Fathom of Cable of 14 Inches and a half about, will weigh 52 Hundred 2 Quarters, or 52 Hundred and an half; and ſo in others. And any of a leſſer Length, will weigh in Proportion.

The Conſtruction of this Table is from hence, that as all Cables are ſolid Bodies, and may properly come under the Denomination of Cylinders; and as ſuch the Weight of Cables of any determinate Length will be in Proportion to the Squares of their Circumferences. From this Foundation, and Experience has formed this general brief Rule, *viz. Multiply the Thickneſs of the Cable by itſelf, and one Fourth of that Product is the Weight of* 120 *Fathom.* As for Inſtance; ſuppoſe a Cable of 12 Inches, 12 Times 12 is 144, the Quarter of which is 36, the Weight of 120 Fathom of a Cable of 12 Inches; as you ſee in the Table.

Note, This Table gives the utmoſt Weight of Cables of the Length and Size propoſed, and ſomething, though inconſiderably, differs from the foregoing. As for Inſtance; in the foregoing Table, 6 Fathom of a 9 Inch Rope makes an Hundred Weight, and conſequently 120 Fathom ſhould be juſt 20 Hundred Weight, but in this it makes 20 Hundred and 1 Quarter; but the Difference is inconſiderable, and the Cables never exceed the Weight here propoſed.

The following TABLE will be found very accurate and uſeful, in which every Rope was weighed, or accurately eſtimated.

THE

Length, Size, and Weight

OF THE

RIGGING

OF A

SHIP of 600 Tons.

The Length and Size of the Rigging of a Ship of 600 Tons.	Size	Length		Weight		
	Inch	F.	F.	C.	qr	lb
Main Stay	12		15	4	2	14
Fore Stay	11	10				
Main Collar		5				
			15	4		14
Main Shrouds—7 ℔ Side	7	120				
Fore Shrouds—6 ℔ Side		100				
Main Tack		18				
			238	31		13
Main and Fore Top Ropes, and Topsail Sheet Straps	7¼		44	5	1	18
Fore Tacks	7		14	1	2	13
Main Topsail Sheets, and Main and Fore Pendents	6½		6	6		13
Runners, Fore Topsail Sheets, and Bob Stays	6¼		130	12	1	
Mizen Stay—Cable laid	6	10				
Main Topmast Stay—ditto		18				
Fore Topmast Stay—ditto		12¼				
			40½	3	2	
Mizen Shrouds—4 ℔ Side	5½	60				
Main Topmast Backstays—3 ℔ Side, and Strapping		100				
Main Topsail Tie, 4 Strands		20				
			180	10	3	11

The Length and Size of the Rigging of a Ship of 600 Tons.	Size	Length		Weigh		
	Inch	F.	F.	C.	qr	lb
Fore Topmaſt Backſtays, 3 ℔ Side, and Strapping	5¼	100				
Fore Topſail Tie, 4 Strands		17				
Main Jears, 2		80				
			197	14		2
Main and Fore Topmaſt Shrouds, and Strapping	5	130				
Fore Jears, & Gammoning for Boltſprit		130				
Main and Fore Sheets		120				
			380	24		13
Foot Hook, Shrouds and Strapping	4½		80	4		
Mizen Jears, Parrel Ropes, and Pendents for Braces	4		80	3		25
Mizen Topmaſt Shrouds, Backſtays and Stays	3½	100				
Fore Bowlines		44				
Fore Top Tackle Fall		56				
Main ditto		56				
Burton Fall		40				
Cat Falls		68				
Topmaſt Stayſail, Stays and Horſes for the Main and Fore Yards		60				
			424	12		

The Length and Size of the Rigging of a Ship of 600 Tons.	Size	Length		Weight		
	Inch	F.	F.	C	qr	lb
Main Top Gallant Shrouds, Back-stays and Stay	3¼	80				
Fore Braces		52				
Fore Tackle Falls		72				
Flying Jib Tye		16				
Stay		18				
Main Lifts		80				
Braces		72				
Clew-garnets		50				
Bowlines		50				
Tackle Falls		72				
Mizen Topping Lift		24				
Lashing for the Main and Fore Jeer Blocks		60				
			646	17		
Fore Top Gallant Shrouds, Back-stays and Stay	3	80				
Fore Clew-garnets		42				
Lifts		72				
Fore Stayſail Haliards		20				

The Length and Size of the Rigging of a Ship of 600 Tons.	Size	Length		Weight		
	Inch	F.	F.	C.	qr	lb
Fish Tackle Falls	3	30				
Main Topsail Lifts		54				
Braces		70				
Clewlines		72				
Bowlines		42				
Main Topmast Staysail Haliards		28				
			510	12		1
Fore Topsail Lifts	2¾	50				
Braces		54				
Clewlines		64				
Spritsail Braces		60				
Whip Fall		30				
Main Topsail Haliards		90				
Mizen Brails		26				
Sheet		24				
Yard Tackle Falls		60				
Stay Tackle Falls, Laniards for Backstays and Mizen Shrouds		120				
			578	12	1	
Fore Topsail Reef Tackle Falls	2½	54				
Haliards		80				

he Length and Size of the Rigging of a Ship of 600 Tons.	Size	Length		Weight		
	Inch	F.	F.	C.	qr	lb
pritsail Lifts	2½	38				
Haliards		28				
lying Jib Guys		60				
lain Topmaſt Burton Falls		36				
lain Buntlines		72				
lain Topſail Buntlines		50				
Reef Tackle Falls		60				
izen Bowlines		24				
Burton Fall		34				
uff Tackle Falls		78				
niards for Topmaſt Shrouds, and Laſhings for Tie Blocks		120	734	11	3	17
re Buntlines	2¼	60				
re Topſail Buntlines		46				
Bowlines		44				
ying Jib Haliards		30				
ain Leech Lines		80				
re Topmaſt Burton Falls		32				
ain Top Gallant Haliards		40				

The Length and Size of the Rigging of a Ship of 600 Tons.	Size	Length		Weight		
	Inch	F.	F.	C.	qr	lb
Mizen Stayſail Haliards	2¼	24				
Croſs-jack Braces		44				
			400	5	2	
Fore Leech Lines	2	86				
Fore Top Gallant Haliards		36				
Spritſail Buntlines		24				
Flying Jib Down-hawler		30				
Mizen Truſs Fall		24				
Mizen Topſail Lifts		40				
Braces		36				
Clewlines		44				
Haliards		30				
Buntlines		22				
Mizen Topmaſt Stayſail Haliards		20				
			392	4	2	9
Spritſail Bowlines	1¾	30				
Fore Stayſail Down-hawler		18				
Main Topmaſt Stayſail Down-hawler		18				
Mizen Peek Brails		30				
			96		3	20
Fore Top Gallant Lifts	1½	22				

e Length and Size of the Rigging of a Ship of 600 Tons.

	Size	Length		Weight		
	Inch.	F.	F.	C.	qr	lb
ain Top Gallant Lifts	1½	24				
Clewlines		72				
Stayfail Haliards		36				
izen Topmaft Stayfail Down-hawler		19				
oſs-jack Lifts		36				
		—	209	1	3	4
re Top Gallant Braces	1¼	56				
Clewlines		60				
ain Top Gallant Braces		60				
Bowlines		60				
Stayfail Down-hawler		18				
		—	254	1	2	16
In all		—	571 6½	297	2	11

For LANIARDS, &c.

		Inches		Fathoms		C.	qr.	lb.
2	Coyles of	3¼		260		8	3	24
2	Ditto	3½		260		7	3	12
4	Ditto	3¼		520		13	2	16
4	Ditto	3		520		13	1	12
5	Ditto	2¾		650		13	3	0
5	Ditto	2½		650		10	2	4
5	Ditto	2¼		650		8	3	20
5	Ditto	2		650		7	2	10
3	Ditto	1¾		390		3	1	8
4	Ditto	1½		520		5	0	0
3	Ditto	1¼		390		2	2	2
3	Ditto	1		390		1	3	14
						97	1	10

STRAPPING of BLOCKS.

		Inches		Fathoms		C.	qr.	lb.
½	Coyle of	3½		130		1	3	4
½	Ditto	3¼		130		1	2	23
½	Ditto	3		130		1	2	5
½	Ditto	2¾		130		1	1	14
½	Ditto	2½		130		1	0	6
½	Ditto	2¼		130		0	3	16
½	Ditto	2		130		0	3	1
½	Ditto	1¾		130		0	2	14
½	Ditto	1½		130		0	2	6
½	Ditto	1¼		130		0	1	19
½	Ditto	1		130		0	1	7
						11	0	24

		C.	qr.	lb.				
6	Coyle 12 Thread Ratling at	0	3	0		4	2	0
9	Ditto	0	2	0		1	2	0
6	Ditto	0	3	0		0	3	0
						6	3	0

The Total Weight of the Cordage used in rigging a Ship of 600 Tons, is 322 Cwt. 3 qr. 17 lb. and the Weight of any other Ship's Cordage will be nearly as her Burthen.

Therefore, suppose it is required to find the Weight of the Cordage of a Ship of 1000 Tons Burthen? say, as 600 is to 323, so is 1000 to 539 Cwt. nearly.

The Weight of any Part of the Rigging may be found as above.

Explanation of the preceding Table.

The first Column contains the Size of the Rope; the second, the Length of each Article; the third, the Total Length of each Size; and the fourth, fifth and sixth, the Weight in Hundred Weights, Quarters and Pounds.

A LIST of His Majesty's ROYAL NAVY, 1783.

Five First Rates, 850 Men highest, 750 lowest Number of Men.

BRITANNIA 100 Guns
R. Sovereign 100 —
Victory — 100 —
Ville de Paris — 104 —
Umpire — 100 —

Eighteen Second Rates, 750 Men highest, 700 lowest Number of Men.

Atlas — 90 Guns
Barfleur — 98 —
Blenheim — 90 —
Duke — 98 —
Formidable — 98 —
Prince George — 98 —
St. George — 98 —
Glory — 98 —
Impregnable — 90 —
London — 98 —
Namur — 90 —
Neptune — 90 —
Ocean — 90 —
Queen — 98 —
Prince — 90 —
Princess Royal — 90 —
Sandwich — 98 —
Union — 90 —

One Hundred and Forty-two Third Rates, 650 highest, 480 lowest Number of Men

Princess Amelia — 80 —
Cambridge — 80 —
Foudroyant — 80 —
Gibralter — 80 Guns
Royal William — 84 —
Ajax — 74 —
Albion — 74 —
Alcide — 74 —
Alexander — 74 —
Alfred — 74 —
Arrogant — 74 —
Bedford — 74 —
Berwick — 74 —
Bellona — 74 —
Bombay Caſtle — 74 —
Bellerophon — 74 —
Bulwark — 74 —
Canada — 74 —
Cæſar — 74 —
Carnatic — 74 —
Centaur — 74 —
Conqueror — 74 —
Colloſſus — 74 —
Culloden — 74 —
Cumberland — 74 —
Courageux — 74 —
Defence — 74 —
Defiance — 74 —
Dragon — 74 —
Dublin — 74 —
Edgar — 74 —
Egmont — 74 —
Elizabeth — 74 —
Elephant — 74 —
Excellent — 74 —
Fame — 74 —
Fortitude — 74 —
Ganges — 74 —
Glorieux — 74 —
Goliath — 74 —
Grafton — 74 —

Grampus

Grampus	74	Guns
Hector Eng.	74	
Hector Fr.	74	
Hercules	74	
Hero	74	
Invincible	74	
Irresistible	74	
Illustrious	74	
Kent	74	
Lenox	74	
Leviathan	74	
Majestic	74	
Magnificent	74	
Marlborough	74	
Monarch	74	
Mars	74	
Montague	74	
Powerful	74	
Pegase	74	
Princessa	74	
Royal Oak	74	
Ramillies	74	
Resolution	74	
Robust	74	
Russel	74	
Saturn	74	
Shewsbury	74	
Suffolk	74	
Sultan	74	
Superb	74	
Temeraire	74	
Terrible	74	
Thunderer	74	
Tiger	74	
Torbay	74	
Tremendous	74	
Triumph	74	
Valiant	74	
Vanguard	74	
Venerable	74	
Victorious	74	
Vengeance	74	
Prince of Wales	74	
Warspite	74	
Warrior	74	Guns
Boyne	70	
Burford	70	
Orford	70	
Diligente	68	
Monarca	68	
Agamemnon	64	
St. Albans	64	
St. Ann	64	
America	64	
Anson	64	
Ardent	64	
Ardente	64	
Africa	64	
Asia	64	
Belliqueux	64	
Bell Isle	64	
Bienfaisant	64	
Crown	64	
Le Caton	64	
Dictator	64	
Diadem	64	
Dictator	64	
Director	64	
Essex	64	
Eagle	64	
Exeter	64	
Europe	64	
Le Jason	64	
Inflexible	64	
Intrepid	64	
Jersey	64	
Indefatigable	64	
Lion	64	
Lys	64	
Magnanime	64	
Modeste	64	
Monmouth	64	
Nonsuch	64	
Polyphemus	64	
Prince William	64	
Prothee	64	
Prudent	64	
Raisonable	64	

Reprise

Repulse — 64 Guns
Revenge — 64 —
Ruby — 64 —
Sampson — 64 —
Standard — 64 —
Sceptre — 64 —
Scipio — 64 —
Stately — 64 —
Trident — 64 —
Veteran — 64 —
Vigilant — 64 —
Worceſter — 64 —
Yarmouth — 64 —

Thirty three Fourth Rates 420 higheſt, 350 loweſt Number of Men.

Achilles — 60 —
Buffalo — 60 —
Conqueſtadore — 60 —
Dreadnought — 60 —
Dunkirk — 60 —
Firm — 60 —
Medway — 60 —
Panther — 60 —
Prince Edward — 60 —
Rippon — 60 —
Adamant — 50 —
Antelope — 50 —
Aſſiſtance — 50 —
Briſtol — 50 —
Cato — 50 —
Centurion — 50 —
Chatham — 50 —
Europa — 50 —
Grampus — 50 —
Iſis — 50 —
Jupiter — 50 —
Leander — 50 —
Meduſa — 50 —
Preſton — 50 —
Portland — 50 —
Princeſs Caroline — 50 —
Leopard — 50 —
Renown — 50 Guns
Romney — 50 —
Rotterdam — 50 —
Saliſbury — 50 —
Truſty — 50 —
Warwick — 50 —

Ninety-eight Fifth Rates, 250 higheſt, 220 loweſt Number of Men.

Acteon — 44 —
Argo — 44 —
Artois — 44 —
Aſſurance — 44 —
Charon — 44 —
Dolphin — 44 —
Diomed — 44 —
Endymion — 44 —
Experiment — 44 —
Gladiator — 44 —
Guardian — 44 —
Janus — 44 —
Launceſton — 44 —
Mediator — 44 —
Phenix — 44 —
Rainbow — 44 —
Regulus — 44 —
Reſiſtance — 44 —
Roebuck — 44 —
Serapis — 44 —
Ulyſſes — 44 —
Arethuſa — 38 —
Latona — 38 —
Minerva — 38 —
Phaeton — 38 —
La Prudente — 38 —
Thetis — 38 —
Belle Poule — 36 —
Creſcent — 36 —
Flora — 36 —
Inconſtant — 36 —
St. Leocadia — 36 —
Monſieur — — —

St. Ma[illegible]ta

St. Margarita —— 36 Guns
La Nymphe —— 36 ——
Pallas —— 36 ——
Perſeverance —— 36 ——
Phœnix —— 36 ——
Romulus —— 36 ——
Thalia —— 36 ——
Venus —— 36 ——
Amphion —— 32 ——
Æolus —— 32 ——
Amazon —— 32 ——
Ambuſcade —— 32 ——
Andromache —— 32 ——
Alcmene —— 32 ——
Andromeda —— 32 ——
L'Aimable —— 32 ——
Apollo —— 32 ——
Alarm —— 32 ——
Active —— 32 ——
Aſtrea —— 32 ——
Blonde —— 32 ——
Brune —— 32 ——
Boſton —— 32 ——
Caſtor —— 32 ——
Convert —— 32 ——
Cleopatra —— 32 ——
Cerberus —— 32 ——
Ceres —— 32 ——
Daedalus —— 32 ——
Danae —— 32 ——
Diamond —— 32 ——
Diana —— 32 ——
Dromedary —— 32 ——
Druid —— 32 ——
Emerald —— 32 ——
Fox —— 32 ——
Greyhound —— 32 ——
Hermione —— 32 ——
Heroine —— 32 ——
Jaſon —— 32 ——
Iris —— 32 ——
Juno —— 32 ——
Iphigenia —— 32 ——
Licorne —— 32 ——
Loweſtoffe —— 32

Mars —— 32 Guns
Magicienne —— 32 ——
Meleager —— 32 ——
Mermaid —— 32 ——
Niger —— 32 ——
Orpheus —— 32 ——
Oiſeau —— 32 ——
Pearl —— 32 ——
Proſelyte —— 32 ——
Penelope —— 32 ——
Providence —— 32 ——
Quebec —— 32 ——
Raleigh —— 32 ——
Recovery —— 32 ——
Southampton —— 32 ——
Saphire —— 32 ——
Stag —— 32 ——
Succeſs —— 32 ——
Syren —— 32 ——
Thames —— 32 ——
Winchelſea —— 32 ——

Seventy-eight Sixth Rates, 200 higheſt, 160 loweſt Number of Men.

Albemarle —— 28 ——
Aurora —— 28 ——
Boreas —— 28 ——
Brilliant —— 28 ——
Carysfort —— 28 ——
Charles Town —— 28 ——
Coventry —— 28 ——
Cyclops —— 28 ——
Delaware —— 28 ——
Enterprize —— 28 ——
Grana —— 28 ——
Huſſar —— 28 ——
Lizard —— 28 ——
Medea —— 28 ——
Maidſtone —— 28 ——
Milford —— 28 ——
Murcury —— 28 ——
Nemeſis —— 28 ——
Neſtor —— 28 ——

Neckar ——— 28 Guns
Proſerpine ——— 28 ———
Pomona ——— 28 ———
Pegaſus ——— 28 ———
Proſerpine ——— 28 ———
Reſource ——— 28 ———
Sibyl ——— 28 ———
St. Euſtatia ——— 28 ———
Surpriſe ——— 28 ———
Tartar ——— 28 ———
Triton ——— 28 ———
Virginia ——— 28 ———
Veſtal ——— 28 ———
Greenwich ——— 26 ———
Lioneſs ——— 26 ———
Perſeus ——— 26 ———
Amphitrite ——— 24 ———
Belliſarius ——— 24 ———
Carolina ——— 24 ———
Camel ——— 24 ———
Champion ——— 24 ———
Crocodile ——— 24 ———
Eurydice ——— 24 ———
Galatea ——— 24 ———
Garland ——— 24 ———
Hyæna ——— 24 ———
Hind ——— 24 ———
Hydra ——— 24 ———
Lively ——— 24 ———
Pelican ——— 24 ———
Porcupine ——— 24 ———
Pandora ——— 24 ———
Seahorſe ——— 24 ———
Alfred ——— 20 ———
Ariadne ——— 20 ———
Camilla ——— 20 ———
Cygnet ——— 20 ———
Deal Caſtle ——— 20 ———
Daphne ——— 20 ———
Greenwich ——— 20 ———
Heart of Oak ——— 20 ———
Leith ——— 20 ———
Lord Amherſt ——— 24 ———
Myrmidon ——— 22 ———

Mackworth ——— 20 Guns
Merchant ——— 20 ———
Narciſſus ——— 20 ———
Nabob ——— 20 ———
Perſeus ——— 20 ———
Pacific ——— 20 ———
Prince of Wales ——— 20 ———
Scarborough ——— 20 ———
Squirrel ——— 20 ———
Seaford ——— 20 ———
Sphynx ——— 20 ———
Three Brothers ——— 20 ———
Unicorn ——— 20 ———
William ——— 20 ———
York ——— 20 ———

SLOOPS.

Ariel ——— 16 ———
Albacore ——— 16 ———
Atalanta ——— 16 ———
Beaver ——— 16 ———
Buſtler ——— 16 ———
Briſk ——— 16 ———
Cormorant ——— 16 ———
Cameleon ——— 16 ———
Chaſer ——— 18 ———
Cygnet ——— 18 ———
Cormorant ——— 16 ———
Calypſo ——— 16 ———
Duc d Eſtiſac ——— 16 ———
Duc de Chartres ——— 16 ———
Echo ——— 16 ———
Fairy ——— 16 ———
Fortune ——— 16 ———
Florida ——— 16 ———
Favorite ——— 16 ———
Fly ——— 16 ———
Fury ——— 16 ———
Germain ——— 16 ———
Hornet ——— 16 ———
Hound ——— 16 ———
Hinchinbrook ——— 16 ———
Jamaica ——— 16 ———

Inſpector

Inſpector	16	Guns	
Lynx	16		
Lark	16		
Mentor	16		
Nautilus	16		
Otter	16		
Oſtrich	16		
Oreſtes	18		
Porcupine	16		
Pylades	18		
Pelican	16		
Reynard	18		
Raven	18		
Rhinoceros	16		
Racehorſe	16		
Ratler	16		
Savage	16		
Surprize	16		
Swift	16		
Shark	16		
Scourge	16		
Swallow	16		
St. Philip	16		
Speedwell	16		
Termagant	18		
Trimmer	16		
Zebra	16		
Albany	14		
Avenger	14		
Allegiance	14		
Alert	14		
Badger	14		
Beaumont	14		
Bonetta	14		
Bulldog	14		
Childers	14		
Cabot	14		
Drake	14		
Flying Fiſh	14		
Flirt	14		
Helena	14		
Kite	14		
Lively	14		
Liſburn	14		
Martin	14	Guns	
Nymph	14		
North	14		
Otter	14		
Pacahunta	14		
Pigmy	14		
Polecat	14		
Pelican	14		
Racoon	14		
Ranger	14		
Recovery	14		
Star	14		
Shark	14		
Sprightly	14		
Stork	14		
Scout	14		
St. Vincent	14		
Speedy	14		
Snake	14		
Thorn	14		
Tobago	14		
Tickler	15		
Victor	14		
Vultur	14		
Vaughan	14		
Zephyr	14		
Alderney	12		
Hawk	12		
Reſolution	12		
Canceaux	10		
Hunter	10		
Hazard	10		
Hope	10		
Independence	10		
Ranger	8		
Waſp	8		
Wolf	8		

CUTTERS.

Liberty	16	
Advice	14	
Tapeguer	14	

Treſpaſſey

Treſpaſſey	14 Guns
Brazen	14 —
Betſy	14 —
Buſy	14 —
Cruiſer	14 —
Cockatrice	14 —
Dragon	12 —
Expedition	12 —
Flying Fiſh	12 —
Griffin	12 —
Hope	12 —
Jackall	12 —
Pheaſant	12 —
Ramble	12 —
Reſolution	12 —
Wells	8 —
Amelia	8 —
Auguſtus	8 —
Dorſet	8 —
Fortune	8 —
Union	8 —

SCHOONERS.

Argo	14 —
Coureur	10 —
Endeavour	10 —
Racehorſe	10 —
Sprightly	10 —
Viper	10 —

Brigs.	Gun
Active	14 —
Antigua	14 —
Defiance	14 —
Endeavour	10 —
Expedition	14 —
Falcon	14 —
Pelican	14 —
Placentia	14 —
Port Antonio	10 Guns
Prince Edward	14 —

FIRE-SHIPS.

	Guns
Alecto	12 —
Blaſt	8 —
Baſiliſk	8 —
Combuſtion	8 —
Comet	8 —
Exploſion	8 —
Firebrand	8 —
Furnace	8 —
Harpy	8 —
Incendiary	8 —
Infernal	8 —
Lightning	8 —
Megaera	8 —
Pluto	8 —
Salamander	8 —
Sulphur	8 —
Spitfire	8 —
Strombolo	8 —
Tiſiphone	12 —
Volcano	8 —

BOMBS.

Ætna	8 —
Carcaſs	8 —
Terror	8 —
Thunder	8 —
Veſuvius	8 —

Five large YACHTS.

	G.	Sw.
Catherine	6	8
Dorſet	0	14
Fubbs	8	14
Mary	0	10
William and Mary		

Five

Five ſmall YATCHTS.

Bolton	6 Guns
Chatham	6
Medina	6
Portſmouth	6
Plymouth	6

ABSTRACT.

First Rates	5
Second	18
Third	142
Fourth	33
Fifth	98
	296

Bro. over	296
Sixth	78
Sloops	104
Bombs	5
Fire Ships	20
Brigs	10
Schooners	6
Cutters	24
Yachts large	9
Yachts ſmall	5
In all	553

Beſides Hoys, Tranſports, and Hulks.

AN ESTABLISHMENT OF SEA-WAGES, AND OF THE Number of OFFICERS allowed in His MAJESTY's SHIPS.

	Per Diem
	l. *s.* *d.*
1. THE Pay of the Admiral and Commander in Chief of the Fleet, is	5 0 0
Of an Admiral	3 10 0
Of a Vice-Admiral	2 10 0
Of a Rear-Admiral	1 15 0

2. The firſt Captain to the Admiral and Commander in Chief of the Fleet ſhall have the Pay of a Rear-Admiral. The ſecond Captain to the ſaid Admiral, and the Captains to other Admirals, ſhall be allowed the Pay of Captain of a firſt Rate.

The

3. The Captains to Vice-Admirals ſhall be allowed the Pay of a Second Rate, and the Captains to Rear-Admirals the Pay of a Third Rate. But if a Vice or Rear-Admiral ſerves in a Ship of the Firſt or Second Rate, the Captain ſhall have the proper Pay of the Ship.

4. Flag Officers are to give Certificates to their Captains of the Number of Days they have ſerved under them, that they may be paid accordingly.

5. Pay of the Secretaries or Clerks of Flag-Officers, for themſelves, under Clerks, the Phyſicians, *&c.*

		£.	s.	d.
To the Secretary of	The Admiral of the Fleet *per Annum*	300	0	0
	The Admiral of the White or Blue commanding in Chief	200	0	0
	A Vice or Rear-Admiral commanding in Chief	150	0	0
	A Commander in Chief with a Captain under him	100	0	0
To the Clerks of	The Admirals of the White and Blue, not having the chief Command	100	0	0
	Vice and Rear Admiral	50	0	0
To the Phyſician, when any, *per* Day		1	0	0
To the Deputy-Treaſurer, when any,		0	6	8
To a Deputy Judge-Advocate, when Court-Martial requires his Aſſiſtance *per* Day, during the Time the Court ſubſiſts		0	8	0
To a Provoſt-Martial in the like Caſe		0	4	0
To a School-Maſter, the Pay of a Midſhipman, according to the Rate, and *per* Year		20	0	0

6. The Wages of other Officers, and of Seamen, with the Number of Officers allowed to a Ship of each Rate, is ſettled as follows:

A TABLE of the Officers, Titles, Number, and Wages in each Rate, according to the present Establishment, per Month of 28 Days.

OFFICERS.	N°	1st Rate	N°	2d Rate	N°	3d Rate	N°	4th Rate	N°	5th Rate	N°	6th Rate
		l. s. d.		l. s. d.		l. s. d.		l. s. d.		l. s. d.		l. s. d.
Captains	1	28 0 0	1	22 8 0	1	18 18 0	1	14 0 0	1	11 4 0	1	8 8 0
Lieutenants	6	7 0 0	6	7 0 0	4	5 12 0	3	5 12 0	3	5 12 0	1	5 12 0
Master	1	9 2 0	1	8 8 0	1	6 6 0	1	5 12 0	1	5 2 8	1	4 0 0
2d D° and Pilot of the Yatchts	0	3 10 0	0	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0
Masters Mates	6	3 6 0	4	3 0 0	3	2 16 2	2	2 7 10	2	2 2 0	2	2 2 0
Midshipmen	24	2 5 0	24	2 0 0	16	1 17 6	10	1 13 9	6	1 10 0	4	1 10 0
Schoolmasters	0	0 0 0	0	0 0 0	1	1 17 6	1	1 13 9	1	1 10 0	0	0 0 0
Captains Clerks	1	2 5 0	1	2 0 0	1	1 17 6	1	1 13 9	1	1 10 0	1	1 10 0
Quarter Master	8	1 15 0	8	1 15 0	6	1 12 0	4	1 10 0	3	1 8 0	2	1 6 0
Quarter Masters Mates	6	1 10 0	6	1 10 0	4	1 8 0	4	1 8 0	3	1 6 0	2	1 5 0
Boatswains	1	4 0 0	1	3 10 0	1	3 0 0	1	2 10 0	1	2 5 0	1	2 0 0
Boatswains Mates	4	1 15 0	4	1 15 0	2	1 12 0	2	1 10 0	1	1 8 0	1	1 6 0
Yeomen of the Sheets	4	1 12 0	4	1 10 0	4	1 8 0	6	1 8 0	2	1 6 0	1	1 6 0
Cockswains	1	1 12 0	1	1 10 0	1	1 8 0	1	1 8 0	11	1 6 0	1	1 6 0
Master Sailmaker's	1	1 15 0	1	1 15 0	1	1 15 0	1	1 14 0	1	1 12 0	1	1 12 0
Sailmakers Mates	1	1 8 0	1	1 8 0	1	1 8 0	1	1 8 0	1	1 8 0	1	1 8 0
Sailmakers Crew	2	1 5 0	2	1 5 0	2	1 5 0	2	1 5 0	1	1 5 0	1	1 5 0

Gunner's

OFFICERS N° 1st Rate N° 2d Rate N° 3d Rate N° 4th Rate N° 5th Rate N° 6th Rate

OFFICERS	N°	1st Rate	N°	2d Rate	N°	3d Rate	N°	4th Rate	N°	5th Rate	N°	6th Rate
		l. s. d.		l. s. d.		l. s. d.		l. s. d.		l. s. d.		l. s. d.
Gunners	1	4 0 0	1	3 10 0	1	3 0 0	1	2 10 0	1	2 5 0	1	2 0 0
Gunners Mates	4	1 15 0	4	1 15 0	2	1 12 0	1	1 10 0	1	1 8 0	1	1 6 0
Yeomen of the Powder Room	2	1 15 0	2	1 15 0	2	1 12 0	1	1 10 0	1	1 8 0	1	1 6 0
Quarter Gunner 1-to 4 Guns	0	1 6 0	0	1 6 0	0	1 5 0	0	1 5 0	0	1 5 0	0	1 5 0
Armourers	1	1 5 0	1	1 5 0	1	1 5 0	1	1 5 0	1	1 5 0	1	1 5 0
Gunsmiths	1	1 5 0	1	1 5 0	0	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0
Carpenters	1	4 0 0	1	3 10 0	1	3 0 0	1	2 10 0	1	2 5 0	1	2 0 0
Carpenters Mates	2	2 0 0	2	2 0 0	1	1 16 0	1	1 14 0	1	1 12 0	1	1 10 0
Carpenters Crew	12	1 6 0	10	1 6 0	8	1 5 0	6	1 5 0	5	1 5 0	4	1 5 0
Purfers	1	4 0 0	1	3 10 0	1	3 0 0	1	2 10 0	1	2 5 0	1	2 0 0
Stewards	1	1 5 8	1	1 5 0	1	1 5 0	1	1 3 4	1	1 0 8	1	1 0 0
Stewards Mates	1	1 0 8	1	1 0 8	1	1 0 8	1	1 0 8	0	0 0 0	0	0 0 0
Cook	1	1 5 0	1	1 5 0	1	1 5 0	1	1 5 0	1	1 5 0	1	1 4 0
Surgeons	1	5 0 0	1	5 0 0	1	5 0 0	1	5 0 0	1	5 0 0	1	5 0 0
Surgeons firſt Mates	5	2 10 0	4	2 10 0	3	2 10 0	3	2 10 0	2	2 10 0	1	2 10 0
Ditto ſecond Mates	5	2 0 0	4	2 0 0	2	2 0 0	3	2 0 0	2	2 0 0	0	0 0 0
Ditto 3d, 4th, and 5th Mates	5	1 10 0	4	1 10 0	3	1 10 0	3	0 0 0	0	0 0 0	0	0 0 0
Maſter at Arms	1	2 5 0	1	2 0 0	1	1 17 0	1	1 13 0	1	1 10 0	1	1 10 0
Corporals	2	1 15 0	2	1 12 0	2	1 10 0	2	1 10 9	2	1 8 0	1	1 6 0
Trumpeters	1	1 10 0	1	1 8 0	1	1 5 0	1	1 5 0	1	1 5 0	1	1 4 0

Fire-Ships. at 5th Rates Pay. N° Officers.	Hoſpital Ships at 5th Rates Pay. N° Officers.	Store-Ships at 5th Rates Pay. N° Officers.	Sloops, of 100 to 60 Men, at 6th Rates. Pay.	Bomb Veſſels and Sloops of 50 to 40 Men, ditto	Yatchts of 50 Men. ditto Pay.	Yatchts of 40 to 30 Men, ditto
1 Captain	1	1	1	1	1	1
1 Lieutenant	0	1	1	0	0	0
1 Maſter	1	1	0	0	0	0
1 Maſter's Mate	1	1	1	1	0	0
2 Midſhipmen	2	2	2	1	1	1
1 Captain's Clerk	1	1	1	1	1	1
2 Quarter-Maſters	2	2	2	1	1	1
1 Quarter Maſter's Mate	1	1	1	0	1	0
1 Boatſwain	1	1	1	1	1	1
1 Boatſwain's Mate	1	1	1	1	1	1
1 Cockſwain	1	1	1	0	0	0
1 Maſter Sailmaker	1	1	1	1	0	0
1 Sailmaker's Crew	1	1	1	0	0	0
1 Gunner	1	1	1	1	1	1
1 Gunner's Mate	1	1	1	1	1	1
1 Yeoman of the Powd. Room	1	1	1	0	1	0
Quarter Gunners	0	1	1	0	1	0

Fire

Fire Ships. at 5th Rates Pay. N° Officers.	Hoſpital Ships at 5th Rates Pay. N° Officers.	Store Ships at 5th Rates Pay. N° Officers.	Sloops of 100 to 60 Men, at 6th Rates Pay.	Bomb Veſſels and Sloops of 50 to 40 Men, ditto	Yatchts of 50 Men ditto Pay.	Yatchts of 40 to 30 Men ditto
1 Armourer	1	1	1	1	0	0
1 Carpenter	1	1	1	1	1	1
1 Carpenter's Mate	1	1	1	1	1	1
1 Carpenter's Crew	1	2	2	1	0	0
1 Steward	1	1	1	1	0	0
Cook	1	1	1	0	0	0
Surgeon	1	1	1	1	1	1
Surgeons ſecond Mates	4	1	1	0	0	0
1 Corporal	0	1	1	0	0	0

The following Company are allowed, at 1l. 4s. 6d. per Month each, viz.

Midſhipman Ordinary	Swabber
Cook's Mate	Cooper
Cockſwain's Mate	Able Seamen
Yeoman of Boat-ſwain's Room	Captain's Cook
	Ordinary Trumpeter

The following Company are allowed, at 19s. per Month each, viz.

Chaplain
Ordinary Seamen
Shifter
Barber
Gunner's Taylor

7. Flag-Officers are to commence Pay from the Date of their Commiſſions, or Orders to repair to their Squadrons, and continue in Pay to the Day that they ſtrike their Flag by Order, or that it is ſignified to them, the Expedition is ended.

8. Captains and Lieutenants are to commence Pay from the Date of their Commiſſions, unleſs they are appointed in the Place of an Officer removed, who is to enjoy his Pay, until he is relieved by his Succeſſor.

9. A Lieutenant ſucceeding to the Command of the Ship, upon the Death of the Captain in Foreign Parts, is to receive the Pay and Allowances of the Captain, until he is ſuperceded by another Captain appointed to command her.

10. All Commiſſions to Captains and Lieutenants are to be entered in the Navy-Office.

11. Commiſſion or Warrant-Officers quitting their Employments Abroad, without ſuch Reaſons as ſhall be ſatisfactory to the Lord High-Admiral, or Lords Commiſſioners of the Admiralty, will be diſmiſſed from the Service.

Of the Number of Men, or Servants allowed to Officers.

1. WHEN the Lord High-Admiral goes to Sea in Perſon, there is allowed him ſuch a Number of Men, or Servants, above the Complement of the Ship, as he thinks proper, in regard to the Dignity of his Office.

	Men
2. The Admiral and Commander in Chief of the Fleet is allowed	50
Admirals	30
Vice-Admirals	20
Rear-Admirals	15

3. Out

3. Out of which Number there may be borne on the Ship's Books as Servants, *viz.*

	Servants.
To the Admiral and Commander in Chief of the Fleet	16
To the Admirals	12
To Vice and Rear-Admirals	10

4. There is allowed to the Captain of every Ship four Servants in every Hundred Men of the Complement. To a Lieutenant, Maſter, Second Maſter, Purſer, Surgeon, Chaplain, and Cook, in all Ships down to 60 Men incluſive, each one Servant. And to the Boatſwain, Gunner, and Carpenter, in all Ships down to 100 Men incluſive, each two Servants.

5. The Allowances of Men or Servants to Flag-Officers are to be reckoned over and above the Complement of the Ship; but the Servants of Captains, and all other Officers, are to be included in it.

6. No Servants are allowed to any Officers of the Ship's Books, who is under thirteen Years of Age, unleſs he be the Son of the Officer, and he not to be under eleven.

7. No Servants are allowed to ſuch Warrant-Officers, who, by the Conſtitution of the Navy, are ſtanding in the Ship, and are allowed Servants in Ordinary, but who are bound to them by Indenture for at leaſt five Years, the ſaid Indenture to be enrolled in the Navy-Office.

8. All Officers are directed to conform themſelves to theſe Regulations; and not by Miſratings, or colluſive Powers, to receive the Wages of any more than their proper Servants.

Of TABLE MONEY.

1. THE Admiral and Commander in Chief of the Fleet is allowed twenty Shillings a Day for his Table, both in Home and Foreign Voyages.

2. Admiral's

2. Admirals, and Vice-Admirals, are allowed the ſame Table-Money, when they Command in Chief.

3. The Allowance of Table-Money to the Admiral and Commander in Chief of the Fleet doth begin and end with the Sea-Pay; and on the others, from the Date of their Commiſſion or Orders to Command in Chief, to the Day of the Expiration of that Command.

Of the Lord High-Admiral.

THE Lord High-Admiral of *England*, is one of the great Officers of the Crown, and is entruſted with the Management of all *Maritime Affairs*, as well in reſpect of Juriſdiction as Protection. He is that high Officer to whom is committed the Government of the *Royal Navy*, with Power of Deciſion in all *Caſes Maritime*, as well Civil as Criminal; of all Tranſactions upon or beyond the Sea, in any Part of the World; all Things done upon the Sea-Coaſt, in all Ports or Havens, and upon all Rivers below the firſt Bridge next towards the Sea. He hath a Power to commiſſionate all Officers for the Sea Service, and to grant Letters of Marque to Privateers, in Order to make Reprizals upon the Subjects of any Prince or State, againſt whom War is declared. To whom appertain all Penalties and Amercements of Tranſgreſſors at Sea, on the Sea Shore, and in Ports from the firſt Bridge on Rivers towards the Sea; alſo the Goods of Pirates, Felons, or Capital Faulters, Condemned or Outlawed, and all Waifs, ſtray Goods and Wrecks of the Sea, whether *Ligan*, *Flotam*, or *Jetſam*; that is, Goods lying in the Sea on Ground, Goods floating on the Sea, and Goods caſt out by the Sea on the Shore, provided they do not appertain to the Lord of the Manor

For

For the tranſacting of all *Maritime Affairs*, this Lord High Admiral hath Courts of his own, whereof that at *London* is the Principal. In this Court, called the *Court of Admiralty*, all Proceedings are carried on, and determined by the Civil Law, becauſe the Sea is without the Limits of the Common Law: And for the due and regular Adminiſtration of Juſtice in this Court, as alſo for the good Government and Regulation of the *Royal Navy* in general; he hath under him a great Number of Officers of different Qualities and Degrees; ſome at Sea, others at Land; ſome of a Military, others of a Civil Capacity; ſome Judicial, others Miniſterial: So that the Dominion and Juriſdiction of the Sea, may juſtly be ſtiled another *Common-wealth*, or *Kingdom* apart; and the *Lord High-Admiral* of *Great-Britain* may fitly be ſtiled, or at leaſt reputed, as a *Vice-Roy* of the *Maritime* Kingdom of *Great-Britain*.

Between the Common Law of *England*, and the Admiralty, there ſeems to be a *Diviſum Imperium*, for in the Sea, ſo far as the Low-water Mark is obſerved, that is counted *Infra Corpus Comitatus adjacentis*, and Cauſes thence ariſing, are determinable by the Common Laws; yet when the Sea is full, the *Admiral* hath Juriſdiction there alſo (ſo long as the Sea flows) over Matters done between the Low-water Mark and the Land.

Under this Court there is alſo a Court of *Equity*, for determining Difference in Mercantile Affairs.

This *High Office* is of ſo great Truſt and Advantage, that it is ſeldom granted to any ſingle Perſon, unleſs to ſome Prince of the Blood; or to ſome prime Nobleman, in Conſideration of his eminent Services; therefore it is generally executed by Commiſſioners appointed by the *Crown*, for the moſt Part conſiſting of ſeven in Number, under the Title of *Lords Commiſſioners* for executing the Office of *Lord High-Admiral* of *Great-Britain*; in the Appointment of whom the greateſt Care

Care is taken to conſtitute Perſons of known Integrity, and ſufficient Ability to diſcharge this grand Office, from whence is derived (under His moſt GRACIOUS MAJESTY) the great Spring that moves the whole Machinery of *Royal Navigation*, which is the Bulwark and Safeguard of the *Britiſh* Subjects at Home, and the Envy and Terror of their Enemies Abroad.

Of Rank and Command.

1. THE eſtabliſhed Number of Flag-Officers of the Navy, is as follows: *viz.* one Admiral and Commander in Chief of the Fleet; one Admiral of the *White* and one Admiral of the *Blue*; one Vice-Admiral of the *Red*, one of the *White*, and one of the *Blue*; one Rear-Admiral of the *Red*, one of the *White*, and one of the *Blue*. And no Brevet Commiſſions are allowed.

2. Admirals, Vice and Rear-Admirals, Captains and Lieutenants, are to rank in their reſpective Claſſes, according to the Seniority of their Commiſſions.

3. When there is a ſufficient Number of Flag-Officers together, all Councils of War are to be held by them only. The firſt Captain to the Admiral of the Fleet is on ſuch Occaſions to be eſteemed as a Rear-Admiral, and take Place at all Councils of War, and alſo at Courts-Martial, next to the junior Rear-Admiral.

4. But if the Number of Flag-Officer be leſs than three, the Commander in Chief ſhall call to Councils of War ſuch of the Senior Captains as he ſhall in his Diſcretion think neceſſary, of whom his own Captain is to be one.

5. None are to take the Rank of Captains, who have not commanded a Ship of twenty Guns or more in his Majeſty's Service.

6. Commanders of Fire-ſhips, Sloops, Yatchts, Bomb-Veſſels, Hoſpitals, Store-ſhips and other Veſſels, though they

they may have commanded Ships of Poſt before, are to be commanded by junior Captains in Ships of Poſt, while they keep Company together, either in Port, or at Sea; but without Prejudice to their Seniority afterwards.

7. When any Flag-Officer, or Captain, ſhall meet at Sea, or in Foreign Parts, with a Superior or Senior Officer, he is to acquaint him with the Orders he is under; and if ſuch Officer ſhall take upon him to give him other Orders for His Majeſty's Service, he muſt obey them.

8. No Superior or Senior Officer may detain a Junior, or give him any Delay, or divert him from purſuing his Inſtructions, unleſs it ſhould be abſolutely neceſſary for His Majeſty's Service; and in ſuch Caſe he ſhall ſend, by the firſt Opportunity, a Copy of the Orders he has given him, with his Reaſons for ſo doing, to the Secretary of the Admiralty.

9. In the Abſence of the Captain of any of His Majeſty's Ships, the eldeſt Lieutenant ſhall have Charge of the Ship, and be anſwerable for the Duty of the Captain. If there be no Lieutenant, the Maſter ſhall command, after him the Second Maſter; but if by Loſs in Battle, or other Accident, all theſe Officers ſhall be wanting, the Command ſhall devolve in Succeſſion, upon the Boatſwain, Gunner, Carpenter.

Of the Flag-Officers.

1. THE Flag-Officer, or Commander in Chief, is to inform the Secretary of the Admiralty of all his Proceedings which relate to the Service, for the Information of the Lord High-Admiral, or Lords Commiſſioners of the Admiralty.

2. He is likewiſe to correſpond with the ſeveral Public Offices, about ſuch Matters as relate to them, and to ſend

ſend an Account to them, as well as to the Admiralty, of all Directions given by him which concern the ſaid Offices.

3. He is never to give Orders to any Captain to bear Supernumeraries, unleſs there be good Cauſe for it, which is to be expreſſed in the Body of the Order; and he is to inform the Secretary of the Admiralty when he gives ſuch Orders, and of his Reaſons for ſo doing.

4. When he is at Sea, he is frequently to exerciſe the Ships under his Command, and draw them into Lines of Battle, when the Weather is fair, and the ſame can be done without Interruption to the Voyage.

5. He is to viſit the Ships of his Squadron or Diviſion, and view the Men on Board, and ſee them muſtered, as often as he ſhall think neceſſary.

6. When he is in Foreign Parts, where Naval or other Officers are eſtabliſhed, he is to conform himſelf, as much as poſſible, to the ſtanding Rules of the Navy, in ſuch Directions as he ſhall have Occaſion to give them; and never to put them upon any extraordinary Expences, unleſs the Service ſhould abſolutely require the ſame.

7. He is never to intereſt himſelf in the Purchaſe of any Stores or Proviſions in Foreign Parts, where there are proper Officers appointed for that Service; except there ſhall be an abſolute Neceſſity to make Uſe of his Credit or Authority, to procure ſuch Proviſions or Stores as are wanted; but in that Caſe he ſhall not be ſo concerned, as to have any private Intereſt in the ſame.

Of

Of COURTS MARTIAL.

1. ALL *Courts Martial* are to be held, Offences tried, Sentences pronounced, and Execution of ſuch Sentences done, according to the Articles and Orders contained in an Act of Parliament, made in the Thirteenth Year of the Reign of King *Charles* II. Entitled, *An Act for the Eſtabliſhing Articles and Orders for the Regulating and better Government of His Majeſty's Navy, Ships of War, and Forces by Sea*; but ſince new modelled and altered, after the Peace of *Aix la Chapelle*, to remedy ſome Defects which were of fatal Conſequence in conducting the preceding War. See Statutes 22 *Geo.* II. cap. 23.

2. All General Powers for holding *Court-Martial*, are in Force only during the Voyage.

3. The ſaid Court to be aſſembled in the Forenoon, and in the moſt publick Place of the Ship, where all, who will, may be preſent; and the Captains of all His Majeſty's Ships in Company (which take poſt) have a Right to aſſiſt there.

4. All Complaints are to be made in Writing to the Commander in Chief (unleſs where he ſhall ſee Cauſe of himſelf to aſſemble the ſame) in which are to be ſet forth the Facts, Time, Place, and the Manner how they were committed. And if any Captain (entitled by his Rank to ſit in the Court) be perſonally concerned in the Matter to be tried, he is not admitted to ſit at the ſaid Trial.

5. The Judge Advocate is to examine Witneſſes upon Oath (and by Order of the Commander in Chief) to ſend an attеſted Copy of the Charge, to the Party accuſed.

6. Every Matter in this Court is to be determined by a Majority of Voices; the youngeſt Officer to vote firſt, and ſo proceed up to the Preſident.

Of CEREMONY *and* RESPECT.

1. ALL Flag-Officers are to be received on board His Majeſty's Ships, with a Guard under Arms, and Beat of Drum, according to the following Method, *viz.*

2. For the Admiral, or Flag-Officer commanding in Chief, a March. For an Admiral, three Ruffles. For a Vice-Admiral, two. For a Rear-Admiral, one.

3. When any of the foregoing Officers paſs by any of His Majeſty's Ships, with their Flags at the Head of their Boats, the like Ceremoney is to be obſerved reſpectively by the Ships which they paſs by.

4. The firſt Captain to the Admiral, and Commander in Chief of the Fleet or Squadron, is to be received on Board by a Guard, without Beat of Drum.

Of COLOURS.

1. OFFICERS are forbidden to wear any other Flag or Pendent, but what belongs to their proper Rank, except when his Majeſty, or any of the Royal Family are on Board.

2. If an Officer, wearing a Flag or broad Pendent, be ſlain in Battle, the Flag or Pendent ſhall not be taken in whilſt the Enemy is in Sight; but Notice ſhall be given by Signal or otherwiſe, to the Admiral who commands in Chief, and alſo to the Flag-Officer of the Squadron he belonged to; and when the next Commanding-Officer repairs on Board he ſhall leave his own Flag or broad Pendent flying in his own Ship.

3. The Admiral of the Fleet, Admiral of the White and Blue, and Vice-Admiral of the Red, may carry their proper Flags at the Head of their Boats; but there muſt be a white Ball in the Flag of the Rear-Admiral of the Red: A blue Ball for the Vice of the White: And two blue Balls for the Rear of the White: A white Ball for the Vice of the Blue; And two white Balls for the Rear of the Blue: The ſaid Balls to be in a Canton, at the upper Corner of the Flag next the Staff.

4. Merchant Ships are to wear a red Enſign with the Union Jack in a Canton, at the upper End next the Staff; and a white Jack with a red St. *George*'s Croſs paſſing quite through the ſame.

5. Privateers

5. Privateers are to wear the ſame Enſign as Merchant Ships, and a red Enſign with the Union-Jack in a Canton, at the upper Corner next the Staff.

6. Ships in the Service of any Publick Office, are to wear the ſame Enſign and Jack as Privateers, with this Addition, that in the Body of the Jack or Enſign, ſhall be deſcribed the Seal of the Office they belong to.

7. Merchant Ships, or Ships employed in the Service of any Publick Office, or in raiſing Seamen, are not to wear Pendents, or any Thing that may be taken for them: And if any Ship ſhall wear Flags, Pendents, or Colours they have not a Right to, the Commanders of ſuch Ships are liable to be proſecuted in the High Court of Admiralty, and the Flags, *&c.* ſo worn, may be ſeized.

8. All Foreign Ships riding in any of His Majeſty's Ports or Roads with falſe Colours, are to be admoniſhed; and if they perſiſt therein, are liable to be put under an Arreſt.

Of the Appointment of Officers in Foreign Parts.

1. COMMANDERS in Chief, having Power to appoint Officers in Ships under their Command, are not to execxte that Power while within the Channel.

2. None are to be preferred to Lieutenants, but ſuch as have paſſed their Examination; which, if not already done at the *Navy-Office*, the Commander in Chief may authorize any three of his principal Commanders to examine them; and if they have ſerved Six Years at Sea, and have been rated two of the ſaid ſix Years as Midſhipmen or Mates, produce regular Journals, good Certificates, and are not under twenty Years of Age, they may be preferred.

3. Second Maſters are to be provided for firſt, according to their Seniority and Qualification, before any new one is made, and Commanders in Chief may appoint ſuch of their Officers as are Members of the *Trinity-Houſe*; or if none, each of their Commanders or Maſters as they think proper, to examine Maſters or Mates; and according to

their Certificates may promote them to any Vacancies in the Voyage; but at their Return Home, they are to be re-examined before the Corporation of *Trinity-House*.

4. Surgeons and their Mates muſt be examined by ſome of the principal Surgeons of the Fleet or Squadron, if they have not already paſſed their Examination at *Surgeons-Hall*; and muſt be preferred to ſuch Ships only, as they are qualified for by their Certificate: If a Phyſician is in the Fleet, he ſhall preſide at the Examination; but on their Return home, muſt be re-examined before the Governors of the *Surgeons Company*.

Of SALUTES.

1. WHEN a Flag Officer ſalutes the Admiral, and Commander in Chief of the Fleet, he is to give him fifteen Guns; but when Captains ſalute him, they are to give him ſeventeen Guns.

2. The Admiral and Commander in Chief of the Fleet is to return two Guns leſs to Flag-Officers, and four leſs to Captains.

3. Flag-Officers, ſaluting their ſuperior or ſenior Officers, are to give them thirteen Guns.

4. Flag-Officers are to return an equal Number of Guns to Flag-Officers, bearing their Flags on the ſame Maſts, and two Guns leſs to the reſt, as alſo to Captains.

5. When a Captain ſalutes an Admiral of the White or Blue, he is to give him fifteen Guns; but to Vice and Rear-Admirals, thirteen Guns.

6. When a Flag-Officer is ſaluted by two or more of His Majeſty's Ships, he is not to return the Salute 'till all have finiſhed, and then to do it with ſuch a reaſonable Number of Guns as he ſhall judge proper.

7. In caſe of the Meeting of two Squadrons, the two Chiefs are only to exchange Salutes. And if ſingle Ships meet a Squadron conſiſting of more than one Flag, only the principal Flag is to be ſaluted.

8. No

8. No Salutes are to be repeated by the ſame Ships, unleſs there has been a Separation of Six Months at the leaſt.

9. Captains are not to ſalute one another. A Flag-Officer commanding in Chief, upon the firſt hoiſting his Flag, is to be ſaluted by all the Ships preſent, with ſuch a Number of Guns as are preſcribed in the above Regulations.

10. Foreigners meeting with any of His Majeſty's Ships within His Majeſty's Seas, as far as *Cape Finiſterre*, are expected to take in their Flag and ſtrike their Top-ſail; but on Refuſal are to be compelled to it, and not ſuffer any Diſhonour to be done to His Majeſty.

11. His Majeſty's Subjects are alſo to ſtrike their Top-ſails in paſſing by any of His Majeſty's Ships, and on Omiſſion, the Maſter of ſuch Ship is liable to be proceeded againſt in the *High Court of Admiralty*.

12. His Majeſty's Ships are not to ſtrike to any; and that in other Parts, no Ship of His Majeſty's is to ſtrike her Flag or Top ſail to any Foreigner, unleſs ſuch Foreign Ship ſhall have firſt ſtruck, or at the ſame Time ſtrike her Flag or Top ſail to His Majeſty's Ship.

13. Upon all Occaſions Flag-Officers and Commanders of His Majeſty's Ships, are to maintain His Majeſty's Honour, give Protection to his Subjects, encourage them in their lawful Commerce; and not to injure his Friends and Allies.

14. A Foreign Admiral ſhall receive Gun for Gun; if he be a Vice-Admiral, the Admiral is to return two leſs; if a Rear-Admiral, the Admiral and Vice-Admiral ſhall return two leſs. If the Ship be commanded by a Captain only, the Flag-Officers ſhall return two leſs, and Captains an equal Number.

15. Any of his Majeſty's Ships coming to an Anchor in a Foreign Port or Road, within Cannon Shot of its Forts, the Captain may ſalute the Place with ſuch a Number of Guns as hath been cuſtomary, on good Aſſurance of having the like Number returned, but not otherwiſe.

16. But if the Ship bears a Flag, the Flag-Officer is firſt carefully to inform himſelf how Flags of like Rank, belonging to other crown'd Heads, have given or returned Salutes, and then to inſiſt upon the ſame Reſpect.

17. Admirals, Commanders in Chief, or Captains of Ships of War of Foreign Nations, Foreign Noblemen, and Strangers of Quality, alſo the Factories of the King's Subjects, coming on Board to viſit the Ship, may be ſaluted by the Commanders of His Majeſty's Ships, with a Number of Guns at Diſcretion, ſuitable to the Occaſion and Quality of the viſiting Perſons; but ſuch Commander is nevertheleſs accountable for any Exceſſes in the Abuſe of this Liberty; but if any Commander or Senior Captain be preſent, his Leave and Conſent muſt firſt be had.

18. Merchant Ships, whether Foreigners or Subjects, ſaluting the Admiral of the Fleet, are to be anſwered by Six Guns leſs; from other Flag Ships by four leſs; and from Captains by two leſs.

19. If ſeveral Merchant Ships ſalute in Company, no Return is to be made, 'till all have finiſhed, and then by ſuch a Number of Guns as ſhall be thought proper; but though the Merchants Ships ſhould anſwer, no ſecond Return is to be made.

20. Dukes or Ambaſſadors at coming on Board, and alſo at their Departure, are to be ſaluted with fifteen Guns; other Publick Miniſters or Perſons of Quality, with eleven, or leſs according to the Degree of their Quality. But nothing is here to be underſtood to reſtrain Commanders in their Reſpect to any of the Royal Family, who are always to be ſaluted at the Diſcretion of the Commander in Chief.

21. The Anniverſary Days of the Birth, Acceſſion and Coronation of the *King*, the Birth of the *Queen*, Reſtoration of King *Charles* the Second, and *Gunpowder Treaſon*, are to be ſolemnized by His Majeſty's Ships, if they are in Port, with ſuch a Number of Guns as the Chief Officer ſhall think proper, not exceeding twenty-one each Ship.

22. His Majeſtys Ships of War are not to ſalute His Majeſty's Forts or Caſtles in *Great-Britain* or *Ireland*.

23. When

23. When a Flag-Officer or a Commander in Chief dies at Sea, or in a Road, at the putting of the Corpſe into the Sea, or carried a-ſhore, the Commanding-Officers ſhall cauſe ſuch a Number of Guns to be fired, Funeral-wiſe, from the Ships in Company, as he ſhall think proper, and the Flag to be ſtruck half Maſt.

24. At the Funeral of a Captain dying at Sea, or in a Road, the Commander in Chief ſhall appoint ſuch a Number of Guns as he ſhall think fit, not exceeding twenty, to be fired from the Ship he commanded, and the Pendent to be lowered down.

25. At the Funeral of a Lieutenant, dying as before, there ſhall be fired, from the Ship he belonged to, three Vollies of Small Arms by the Direction of the Commander in Chief.

26. No Merchant Ship is to fire Guns in any Road or Port, after the Watch is ſet, if any of His Majeſty's Ships be there.

Of the Captain or Commander.

1. WHEN a Captain or Commander receives a Commiſſion to command one of His Majeſty's Ships, he is immediately to repair on Board, and viſit her throughout.

2. He is to give his conſtant Attendance on Board, and quicken the Diſpatch of the Work; and ſend to the *Admiralty* and *Navy-Offices* Weekly Accounts, or oftener, if neceſſary, of the Condition and Circumſtances ſhe is in, and the Progreſs made in fitting her out.

3. He is not to lie out of the Ship, unleſs by Leave from the Admiralty or Commander in Chief.

4. When he cannot perſonally apply to the Commiſſioners of the *Navy*, he is to do it in Writing.

5. He is to apply to the *Navy-Board* for an Account of the Qualities of the Ship; but if a new Ship, to adviſe with the Maſter Shipwright who built her.

6. He

6. He is to take Inventories of all the Stores committed to the Charge of his Officers reſpectively, and to require from his Boatſwain, Gunner, Carpenter, and Purſer, Counterparts of their reſpective Indents.

7. He is to cauſe his Clerk to be preſent, and to take an Account of all Stores and Proviſions that come on Board, and when; which Accounts he is to compare with the Indents, in Order to prevent any Fraud or Neglect.

8. He is to keep Counter-Books of the Expence of the Ship's Stores and Proviſions, whereby to know the State and Condition of the ſame; and to audit the Accounts of the Officers entruſted therewith, once a Week, in Order to be a Checque upon them.

9. He is to uſe his beſt Endeavours to get the Ship mann'd, and not to enter any but Men of able Bodies, and fit for Service; he is to keep the eſtabliſhed Number of Men compleat, and not to exceed his Complement.

10. He is to keep a regular Muſter-Book, ſetting down therein the Names of all Perſons entered to ſerve on Board, with all Circumſtances relating to them.

11. He is to be preſent at all Muſters, and to make the ſame Remarks on his own Book againſt the Mens Names, as the Clerk of the Checque, or Muſter-Maſter do.

12. He is to demand from the Clerk of the Checque, at the Port where the Ship is, before ſhe departs from his Diſtrict, a perfect Muſter-Book.

13 He is himſelf to Muſter the Ship's Company at leaſt once a Week in Port, or at Sea where there is no Clerk of the Checque, and to be very exact in this Duty; and if any Perſon ſhall abſent himſelf from his Duty, without Leave for three ſucceſſive Muſters, he is to be marked as a Runaway on the Ship's Books.

14. He is to ſend every two Months two Muſter-Books compleat to the *Navy-Office*, ſigned by himſelf and the Officers who ſign Tickets.

15. He is to make a Liſt of ſuch Seamen as are Run, inſerting the ſame at the End of the Muſter-Books, and to diſtinguiſh

diſtinguiſh the Time, Manner, and by what Opportunity they made their Eſcape.

16. If the ſaid Deſertion happens in any Port of this Kingdom, he is to ſend up to the Secretary of the *Admiralty*, their Names, Deſcription, Places of Abode, and all the Circumſtances of their Eſcape.

17. He is to make out Tickets for all ſuch Seamen as ſhall be diſcharged from his Books, which are to be ſigned by himſelf, the Maſter, Boatſwain and Purſer; and the Gunners and Carpenters are to ſign for their reſpective Crews. He is to deliver the Tickets to none but the Party; and if he be dead or abſent, he is to ſend the Ticket forthwith to the *Navy-Office*.

18. If the Ship be in *Great Britain* or *Ireland*, he is every Month to ſend to the *Admiralty-Office* a Liſt of all Men diſcharged in the preceding Month, with the Reaſons thereof: Nor is he to diſcharge any Man, but for one of the following Reaſons: *viz.* Death, Preferment in ſome other of His Majeſty's Ships, Unfitneſs for Service, Officers Servants rated, or by Admiralty Order, or Commander in Chief; and to expreſs the Cauſe upon the Ticket.

19. He is not to ſuffer the Ship's Stores to be miſapplied or waſted, and if ſuch Loſs happen by the Negligence or Wilfulneſs of any of the Ship's Company, he is to charge the Value thereof againſt the Wages of the Offender, on the Muſter and Pay Books.

20. He ſhall make no Alteration in any Part of the Ship.

21. He is to keep Centinels conſtantly poſted at the Scuttle leading into all the Store-Rooms, and no Perſon is to paſs down but by Leave from the Captain or Commanding-Officer of the Watch; which Leave muſt be ſignified to the Centinel from the Quarter-Deck.

22. He is not to ſpare any Proviſions or Stores to any of His Majeſty's Ships, but where the Neceſſity is evident, and by the Direction of his Commanding Officer, and is alſo to give his Officers a Warrant in Writing for it.

23. He is to obſerve ſeaſonable Times in ſetting up his Shrouds and other Rigging, eſpecially when they are new

and

and apt to ſtretch; and alſo to favour his Maſts as much as poſſible.

24. Before the Rigging and other Stores are caſt up, he is firſt to order a Survey thereof to be taken.

25. He is to cauſe ſuch Stores as require it to be frequently ſurveyed and aired, and their Defects repaired; and the Store-rooms to be kept airy, and in good Condition.

26. He is not to make uſe of the Ship's Sails for covering Boats, or for Awnings.

27. The Decks or Gratings are not to be ſcraped oftener than is neceſſary; but are to be waſhed and ſwabbed once a Day, and Air let into the Hold, as often as may be.

28. He is to permit every Officer to poſſeſs his proper Cabbin, and not to make any Variation therein.

29. No Perſon is to lie upon the Orlop but by Leave from the Captain, who is to take all poſſible Care of the Cables.

30. Such as ſmoke Tobacco, are to take it in the Forecaſte, and in no other Place.

31. Care is to be taken every Night on ſetting the Watch; that all Fire and Candle be extinguiſhed in the Cook-room, Hold, Steward-Room, Cock-pit, and every where between Decks; nor are Candles to be uſed in any other Part of the Ship but in Lanthorns, and that alſo not without the Captain's Leave.

32. He is not to ſuffer any Perſon to ſuttle or ſell any Sorts of Liquors to the Ship's Company, nor any Debts for the ſame to be inſerted in the Slop-Book, on any Pretence whatſoever.

33. Before the Ship proceeds to Sea, he is without Partiality or Favour, to examine and rate the Ship's Company, according to their Abilities, and to take Care that every Perſon in the Ship, without Diſtinction, do actually perform the Duty for which he is rated.

34. Before the Ship ſails, he is to make a Regulation for quartering the Officers and Men, diſtributing them to the Great-Guns, Small-Arms, Rigging, *&c.* and a Liſt of ſuch Order and Diſtribution is to be prefixed up in the moſt publick

publick Place of the Ship. He is alſo frequently to exerciſe the Ship's Company in the Uſe of the Great-Guns and Small Arms.

35. If any Officers are abſent from their Duty when the Ship is under Sailing-Orders, he is to ſend their Names to the Secretary of the *Admiralty*, with the Cauſe of their Abſence.

36. He is to take of his Boats, and ſecure them before blowing Weather; alſo the Colours are not to be kept abroad in windy Weather, but due Care taken of them.

37. He is not to carry any Women to Sea, nor to entertain any Foreigners to ſerve in the Ship, who are Officers or Gentlemen, without Orders from the *Admiralty*.

38. When he is to ſail from Port to Port in Time of War, or Appearance thereof, he is to give Notice to Merchantmen bound his Way, and to take them under his Care, if they are ready; but not to make unneceſſary Stay, or deviate from his Orders on that Account.

39. He is to keep a regular Journal according to Form preſcribed, and at the End of every Six Months, he is to ſend a Copy of the ſame to the Secretary of the *Admiralty*; and at the Expiration of the Voyage, to give in a General Copy, to the *Admiralty* and *Navy-Offices*.

40. He is, by all Opportunities, to ſend an Account of his Proceedings to the Secretary of the *Admiralty*, with the Condition of the Ship, Men, *&c.* he is likewiſe to keep a punctual Correſpondence with every of the Publick-Offices, in whatſoever reſpectively concerns them.

41. He is not to go into any Port, but ſuch as are directed by his Orders; unleſs neceſſitouſly obliged, and then not to make any unneceſſary Stay. If employed in Cruizing, he is to keep the Sea the Time required by Orders, or give Reaſons for acting to the Contrary.

42. He is to take great Care in the Choice of a good Birth, and examine the Quality of the Ground for Anchoring, where he is a Stranger.

43. He is not to obſtruct *Cuſtom Houſe* Officers in coming on Board, or in any Part of their Duty; they are alſo to be

be victualled as the Ship's Company, if Neceſſity require it.

44. He is to demand all Seamen (His Majeſty's Subjects) from on Board any Foreign Ship he may meet with, obliging their Maſter to pay them their Wages to that Day.

45. In Foreign Parts he is to uſe the utmoſt good Huſbandry in careening the Ship, and not to do it, but under an abſolute Neceſſity.

46. None are to be employed in careening and refiting the Ship, but the Ship's Company, unleſs Sickneſs or Death hath rendered it neceſſary to hire others; and for the Encouragement of his own Men, whether on Board their own or any other of his Majeſty's Ships, they are entitled to an Extraordinary Allowance *per Day*; and to prevent any abuſe herein, each Ship has the Number of operative Men limited.

47. If he is obliged to take up Money Abroad for the Uſe of the Ship, he is to negociate it at the beſt Exchange.

48. He is to adviſe the proper Office of what Bills he draws, with the Reaſons thereof, and with the ſaid Bills ſend Duplicates of his Accounts, and Vouchers, for his Diſburſements.

49. He is to take Care that all Stores bought Abroad be delivered to the proper Officers; he is to take their Receipts for the ſame.

50. Upon the Death of any Officer, he is to take Care that an Inventory be taken of all his Books and Papers, and that the ſame be ſealed up, and reſerved for the Uſe of ſuch as ſhall have a legal Right to demand them.

51. When any Officer who has the Cuſtody of Stores or Proviſions, ſhall die, be removed or ſuſpended, he is to cauſe an exact Survey and Inventory to be taken forthwith of the Remains of ſuch Stores, which is to be ſigned by the Succeſſor) who is to keep a Duplicate thereof, and alſo by the Surveying Officers.

52. Upon his own Removal into another Ship, he is to ſhew the Originals of all ſuch Orders as have been ſent to him,

him, and remain unexecuted, to his Succeſſor, and leave with him atteſted Copies of the ſame.

53. He is to leave with his Succeſſor a compleat Muſter-Book, and ſend up all the other Books and Accounts under his Charge, to the Offices they reſpectively relate to.

54. When a Captain is removed by Commiſſion from one Ship to another, he is allowed to carry along with him the following Number of Men, including his Servants, *viz.* from the firſt Rate, Eighty; a ſecond Rate, Sixty-five; a third Rate, Fifty; a fourth Rate, Forty; a fifth Rate, Twenty; and a ſixth Rate, Ten.

55. In caſe of Shipwreck or other Diſaſter, whereby the Ship may periſh, the Officers and Men are to ſtay with the Remains as long as poſſible, and ſave all they can, and for their Encouragement they ſhall continue in Pay during their Attendance on that Service: and if the Proviſions of the Ship are loſt, the Captain is to ſubſiſt them.

56. When the Ship comes to the Port where ſhe is to be laid up, the Captain is to exhibit an exact Account of all the Qualities of the Ship, and the Commiſſioner of the *Navy* at that Port, and to tranſmit a Duplicate of the ſame to the *Navy-Board*.

57. He is to prepare five Pay Books, with the Aſſiſtance of his Purſer, and to tranſmit the ſame to their *Navy-Board*, ſigned by himſelf and ſigning Officers, who are to attend the Payment thereof.

58. He is not to depart, nor ſuffer the Officers or Men to go a-ſhore, until the Ship is wholly unrigg'd and clear, and to deliver ſo into the Charge of the Officers of the Yard.

59. If there be Occaſion to diſcharge any of the Men, when the Ship is under Orders to be paid off, they are to apply to a Flag-Officer, or to a Commiſſioner of the *Navy*, who will examine their Qualifications, if agreeable to ſign their Tickets, otherwiſe they will be paid Ordinary.

60 He is reſponſible for the whole Conduct, and good Government of the Ship, and for the due Execution of all Regulations which concern the ſeveral Duties of the Officers

and Company of the Ship, who are to obey him in all Things, which he ſhall direct them for his Majeſty's Service.

61. He is alſo anſwerable for the Faults of his Clerk; nor can he receive his Wages without the proper Certificates, and muſt make good all Damages ſuſtained by his Neglect or Irregularity.

The LIEUTENANT.

1. WHEN he receives his Commiſſion he is to repair on Board, and diligently execute all ſuch Orders as he ſhall receive from his Commander, for His Majeſty's Service, nor abſent himſelf from the Ship without Leave.

2. He is to keep a Liſt of the Officers and Men in his Watch, muſter them, and report the Names of the Abſentees.

3. He is to ſee that good Order be kept in his Watch, that no Fire or Candle be burning, and that no Tobacco be ſmoaked between Decks.

4. He is not to change the courſe of the Ship at Sea, without the Captain's Directions, unleſs to prevent an immediate Danger.

5. No Boats are to come on Board, or go off, without the Lieutenant of the Watch being acquainted with it.

6. He is to inform the Captain of all Irregularities, and to be upon Deck in his Watch.

7. He is to ſee that the Men be at their proper Quarters in Time of Action; and that they do all perform their Duty.

8. He is to keep a Journal, and at the End of the Voyage to deliver Copies thereof into the *Admiralty* and *Navy-Offices*.

9. The youngeſt Lieutenant is frequently to exerciſe the Seamen in the Uſe of ſmall Arms: And in Time of Action he is to be chiefly with them.

10. He is to take great Care of the Small-Arms, and ſee that they be kept clean and in good Condition for Service.

The

The MASTER.

1. HE is to repair on Board, and obey his Commander's Orders, for the Diſpatch of what is to be done towards the fitting her out.

2. He is to inſpect the Proviſions and Stores ſent on board, and of what appears not good, he is to acquaint the Captain.

3. He is to take Care of the Ballaſt, and ſee that it be clean and wholeſome, and ſign the Quantity delivered.

4. He is to give his Directions in ſtowing the Hold, for the moſt Room, trimming the Ship, and for Preſervation of the Proviſions.

5. He is to take ſignal Care that the Rigging and Stores be duly preſerved; and to ſign the Carpenter's and Boatſwain's Expence Books, taking Care not to ſign to undue Allowances.

6. He is to navigate the Ship, under the Directions of his ſuperior Officer, and ſee that the Log and Log-Book be duly kept.

7. He is duly to obſerve the Appearances of Coaſts; and if he diſcovers any new Shoals, or Rocks under Water, to note them down in his Journal, with their Bearing and Depth of Water.

8. He is to keep the Hawſer clear when the Ship is at Anchor.

9. He is to provide himſelf with proper Inſtruments, Charts, and Books of Navigation, and keep a regular Journal, noting therein the going out and coming in of all Stores and Proviſions; and when the Ship is laid up, he is to deliver a Copy of the ſame into the *Navy-Office*, together with his Log-Book.

10. He is to be very careful not to ſign any Accounts, Books, Liſts or Tickets, before he has thoroughly informed himſelf of the Truth of every particular contained in the ſame.

11. He is to make himſelf Maſter of the lunar Method of determining the Longitude at Sea, and with the Aſſiſtance of his Mates, to put the ſame in Practice as often as poſſible. *N. B.* The moſt eaſy Method of clearing the obſerved Diſtance for the above Purpoſe is by Dr. *Shepherd*'s Tables; ſee *Atkinſon*'s Epitome of Navigation.

The Boatſwain, and Maſter Sailmaker.

1. THE Boatſwain is to receive into his Charge the Rigging, Cables, Cordage, Anchors, Sails, Boats, *&c.* by Indenture from the Surveyor of the *Navy*, and to uſe great Care in the Diſpoſition of the ſame.

2. He is not to cut up any Cordage or Canvas without an Order in Writing from the Captain, and under the Inſpection of the Maſter; and always to have by him a good Quantity of ſmall Plats for Security of the Cables.

3. He and his Mates are to aſſiſt and relieve the Watch, ſee that the Men attend upon Deck, and that the working of the Ship be performed with as little Confuſion as may be.

4. His Accounts are to be audited and vouched by the Captain and Maſter, and preſented to the Surveyor of the *Navy*; and until ſuch Accounts are paſſed, he is not to receive his Wages.

5. If he has Cauſe of Complaint againſt any of the Officers of the Ship, with Relation to the Diſpoſition of the Stores under his Charge, he is to repreſent the ſame to the *Navy Board* before the Pay of the Ship.

6. He is not to ſign any Accounts, Books, Liſts, or Tickets, before he has thoroughly informed himſelf of the Truth of every Particular therein contained.

7. The Maſter Sailmaker is to be warranted from the *Navy Board*, without which none are to be rated in that Capacity.

8. He is, with his Mate and Crew, to examine all Sails that are brought on Board, and to attend all Surveys and Converſion of Sails.

9. He

9. He is always, and in due Time, to repair, and keep the Sails in Order fit for Service.

10. He is to ſee that they are dry when put into the Store Room, or very ſoon to have them taken up and aired, and ſee that they are ſecured from Drips, Damps, and Vermin.

11. When any Sails are to be returned into Store, he is to attend the Delivery of them, for their greater Safety.

The Gunner, Armourer, and Gunſmith.

1. THE Gunner is to apply to the Store-keeper of the Ordnance, and receive from him by Indenture the Ordnance, Ammunition, Small-Arms, and other Stores allowed for the Voyage; and if any Part thereof be not good, he is to repreſent the ſame to the Captain.

2. He is to ſee that the Powder-Rooms be well ſecured, and in right Order before the Powder is brought in.

3. Powder is to be taken in at thoſe Places which are appointed by the *Admiralty*.

4. The Powder in the Copper-hooped Barrels to be lodged in the Ground-Tire; to ſee that the Doors of the Powder-Rooms be faſt locked, the Scuttles well ſhut and covered, and to deliver the Keys to the Captain.

5. He is timely to adviſe the Captain when any Powder comes on Board; nor is he to remove it, prepare Fuzees, *&c.* without the Captain's Directions, ſo the Fire and Candles may be extinguiſhed, Centinels poſted, and all Care uſed to prevent Accidents.

6. He is not to go or ſend any one into the Powder-Room, but by Leave from the Captain, and to take Care that they have nothing about them that will ſtrike Fire in falling.

7. No more than three Rounds of Parchment Cartridges are to be filled at a Time.

8. He may receive additional Stores, if the Ship is ordered to any Station in *America*; but none of thoſe additional Stores are to be uſed, until the firſt is expended.

9. Periſhing Stores are to be ſurveyed and condemned;

but if near any Port in *England*, he is not to throw them over-board, but to return them into Store.

10. Empty Powder-Barrels are not to be ſtaved, but preſerved to ſhift ſuch as may be decayed.

11. By Direction from the Captain, he is to allow a proper Quantity of Powder and Shot for Exerciſe.

12. The Proportion of Powder on the Occaſion of Service or Scaling, he is to allow as *per* Regulations of the *Admiralty*.

13. In Time of Action, he is to reduce the Allowance of Powder by Degrees, until the ſame be leſſened to one-third of the Weight of the Shot. He is not to ſwab a Gun when it grows hot, for fear of ſplitting.

14. He is to take Care that the Guns be placed upon their proper Carriages, for by this Means they will fit, and ſtand a proper Height from the Sill of the Ports.

15. He is not to ſcale the Guns oftener than the Ship is refitted, unleſs upon extraordinary Occaſions, and with the Captain's Orders; and when they are loaded for Service, he is to ſee them well tompioned, and the Vents fitted with Oacum.

16. He is to uſe great Caution, in order to prevent Damage to ſuch Guns as are ſtruck in the Hold, by paying them all over with a Coat of warm Tar and Tallow mixt, *&c.*

17. He is to take Care of the Stores committed to him; for no Waſte, that is not periſhable, will be allowed him, only reaſonable Wear; and if any Accident, it muſt be vouched by the Captain.

18. He is to keep a Book of Expences, according to the Methods preſcribed by the *Admiralty*, and the Stores expended are not to be expreſſed in Figures, but in Words at Length.

19. He is to keep the Boxes of Grape-Shot and Hand-Granadoes.

20. He is to obſerve upon the Guns, the Notches or Sights on the Baſe or Muzzle Rings, for the better guiding the Aim.

21. He

21. He is not to load the Guns with unfit Mixtures, which do greatly endanger their ſplitting.

22. He is not to ſtart the Hand Granadoes, but return what are left at the End of the Voyage in *Statue quo*.

23. In cutting up the Cordage, he is to obſerve the preſcribed Regulations, and when he diſcharges himſelf of the Cordage expended, he muſt charge himſelf with the Breechings, *&c.* into which it ſhall be converted; the like Method muſt be uſed in the Converſion of any other Stores.

24. When the Ship wants new Supplies, he is to draw out an Account, with an Inventory of what remains, preſent the ſame to the Captain, which being by him vouched, muſt be ſent to the *Board* of *Ordnance*.

25. An Abſtract of his Account, he muſt alſo make out half-yearly, according to the Method preſcribed.

26. He is to keep good Order in the Gun Room, and ſuffer none to lie there but ſuch as have a Right, or whom the Captain ſhall direct: And cauſe a careful Man of his Crew to watch there every Night.

27. He is to be frugal of his Match, to burn no more than is allowed, and that over a Tub of Water.

28. After an Engagement, he is to procure a Survey to be made of the Powder in General.

29. He is to keep an Inventory of all the Arms and Utenſils ſent out of the Ship, and get the ſame ſigned by the Officer appointed to command the Detachment, and witneſſed by the Captain's Clerk.

30. When the Ship comes into the Port to be refitted, *&c.* he is to get the Ship cleared of the Guns, and other Ordnance Stores, as ſoon as poſſible.

31. He is to take Care that the Stores be ſafely returned, and he and the Armourer are to attend the Store-keeper and other Officers belonging to the Ordnance, when his Stores ſo returned are ſurveyed on Shore.

32. At the End of the Voyage, he is to deliver his Accounts into the *Office* of *Ordnance*.

33. If he has Cauſe of Complaint againſt any of the Officers of the Ship, with Relation to the Diſpoſition of the

the Stores under his Charge, he is to repreſent the ſame both to the *Navy* and *Ordnance Boards*, before the Pay of the Ship.

34. No Perſon ſhall be warranted as Gunner, before he has paſſed an Examination before a Mathematical Maſter, and three able Gunners of the Navy, and from them procure a Certificate of his Qualification.

35. The Armourer and Gunſmith are appointed by Warrant from the Board of *Ordnance*.

36. They are to aſſiſt the Gunner, in the Survey and Receipt of the Small Arms, and to keep them clean and in good Order; but not to take them too often to Pieces, which is detrimental to the Locks, *&c.*

37. Their Station is in the Gun-Room, where they are to obſerve the Gunner's Orders.

38. The Gunner is to receive the Armourer's Tools from the Office of *Ordnance*, and is to account for them at the End of the Voyage, in the ſame Manner as for the other Stores under his Charge.

39. In Foreign Parts, if the Small Arms want ſuch Repairs as cannot be done Abroad, the Captain muſt cauſe a Survey, and the Defectives may be ſent aſhore to be repaired; but the Armourer or Gunſmith muſt attend to ſee the Reparations well executed.

40. They are to return the Small Arms into Store, clean and in good Order; and muſt produce Certificates (from the Officers of *Ordnance* where the Arms are returned) that they have diſcharged their Duty well.

The CARPENTER.

1. HE is to take upon himſelf the Care and Preſervation of the Ship's Hull, Maſts, *&c.* and alſo the Stores committed to him by Indenture from the Surveyor of the *Navy*.

2. He is to viſit and inſpect all Parts of the Ship daily, to ſee that all Things are well ſecured, caulked, order the Pumps, and make Reports to the Captain.

3. In

3. In an Engagement he is to be watchful, and have all Materials ready to repair Damages.

The PURSER.

1. HE is to victual the Ship every three Days, or as frequently as may be in Petty Warrant, when ſhe is ordered to be fitted out for Sea; to ſee that ſhe is duly ſupplied, and to take Care that no Part of the Sea Proviſions be expended, while the Ship is in *Extra* Petty Warrant.

2. He is to enter no Man on his Books, or ſupply him with Proviſions, but by Note in Writing from the Clerk of the Cheque, or the Commanding Officer on Board.

3. He is to take Care to indent in Time for, and get the full Quantity of Proviſions, Water Caſks, *&c.* on Board.

4. He muſt take Care that the Proviſions be good and in ſound Caſks, or object againſt them, till a Survey is made; he is alſo to take the Marks of the Caſks, *&c.* that he may know from whom and from whence they came.

5. If the Ship cannot contain all her Proviſions, he is to certify the ſame, and the Quantity ſhort of each Species ordered, ſo that the Remainder may be ſupplied another Way.

6. He is to procure Certificates, under the Hands of the Commander and Maſter, of the Quantity of Proviſions received into the Ship, or he will not be allowed to indent for the ſame.

7. He is not to diſcount any Part of the Credit on his Indents for Money; nor indent for freſh Supplies before his Credit is ſatisfied.

8. He is to provide the Ship with Coals, Wood, Turnery Ware, Candles, Lanthorns, *&c.* to enable him to do which, he is allowed Twelve-pence a Man *per* Month, whilſt in *Extra* Petty Warrant, and Fourteen-pence in Sea Victualling, unleſs the Complement be ſixty Men or under, then Seventeen-pence a Man *per* Month during Sea-Victualling.

ing. He is alſo allowed Four-pence a Tun for drawing of Beer, and two Shillings a Month Loading Charges; and if more than ſixty Men, ten Groats a Month *Adz-Money*, all payable after ſigning his Indent.

9. He is to be careful to inſpect the good Order, Stowage, and Preſervation of Proviſions, and that the oldeſt be expended firſt.

10. If any of the Proviſions be unfit for Uſe, he is to procure a Survey upon the ſame, by proper Officers, who are to make a regular Report thereof.

11. No Officers of the Ship are to be employed in the Survey, if any other Ship be in Company; and if the Ship be alone in a Port, where there are Naval Officers, the Captain is to join one to the Survey.

12. Condemned Proviſions are not to be thrown overboard, except Cheeſe, if the Ship is at or near any Victualling Port, but the ſame is to be returned to the Agent: The ſame is to be done if the Ship is at Sea, and an Agent from Victualling Veſſels be in Company; but if there be no Agent, or he ſhall refuſe to receive them, he may then (by Warrant from the Commander in Chief, or from his own Captain, if the Ship be alone) cauſe the ſaid Proviſions to be flung overboard, taking a Certificate of the Quantity, and alſo an Account when, where, and from whom the ſaid Proviſions were received.

13. If Proviſions ſhall be caſt by Survey, after the Time they were ſo caſt, he is to expect no Allowance on ſuch Surveys, with a ſatisfactory Certificate, why the ſaid Proviſions were not ſooner expended.

14. Condemned Butter is never to be flung over-board, but returned into Store, unleſs the Boatſwain ſhall want any for the Ship's Uſe, and then he muſt be charged therewith.

15. Leakage of Beer muſt be ſurveyed by Warrant from the Captain to the Maſter, and two (or more) Officers of the Ship, who are to report under their Hands on the Back of the ſaid Warrant, the Quantity leaked out, and the Reaſon and Occaſion of the Leakage: The Cooper's Oath is alſo required thereto.

16. He

16. He is never to keep Allowance for Leakage of Wine, Oil, Brandy, Rum, or Arrack; there being proper Conveniencies made in the Hold for ſecuring the ſaid Liquors from any Abuſes whatſoever.

17. He is to tranſmit to the Commiſſioners of the *Victualling*, Duplicates of all Orders, Reports, Certificates, *&c.* relating to Surveys atteſted, reſerving the Originals in his own Hands, for the paſſing his Accounts.

18. If any Species fall ſhort, and the Want thereof is ſupplied out of another Species, when the Ship receives a Supply, he muſt replace a like Quantity of the ſame Species taken away in Lieu thereof, thereby to make no extraordinary Charge.

19 If a Caſk of Beef or Pork fall ſhort of the Contents marked on the Head, by Warrant from the Captain, he muſt have a Survey, and report the ſame, and either himſelf, or Steward, is to make Oath at the Foot of the Survey, to the Truth thereof; and that none of the ſaid Caſks were opened, or any Pieces taken out, before the Time of the Survey, to the beſt of their Knowledge. And after ſuch a Diſcovery as this, it is expected, that an exact Account be exhibited of the Number of Pieces of Beef and Pork, in all the Caſks that ſhall be expended.

20. He is not to ſell, or make any undue Uſe of the Stores or Proviſions under his Charge. And the more to diſcourage Purſers from ſelling Proviſions, it is hereby ordered, that in thoſe Years where the Price of any Species ſhall exceed the Sum uſually charged on Purſers in Debt, he ſhall be obliged to pay the full Value His Majeſty gave for the Proviſions.

21. He is not to purchaſe any Proviſions where there is an Agent, or in the Way of one; but where there is no Agent, on Application, the Captain may cauſe the Remains to be ſurveyed, and where there is real Want, by his Warrant the Purſer may procure the ſame. The Receipts of Payment are to be witneſſed by two Commiſſion or Warrant Officers, the Quantities and Prices are to be expreſſed; and he alſo muſt procure a Certificate from the Governor

or

or Conſul, where there are ſuch, or elſe from two or three eminent Merchants, that the ſaid Bargains were at Market Price.

22. He is to obſerve, that Store-houſe Room and Commiſſion-Money will not be allowed in his Accounts; and Sloops and Boats never, but on an indiſpenſible Neceſſity, and by his Commander's Orders; and then he muſt produce a Certificate, ſignifying the Occaſion of their being hired.

23. If it is neceſſary for the Purſer to draw Bills of Exchange upon the Commiſſioners of the *Victualling*, the Money is to be taken up by Publication, and the Captain is to atteſt the Bills: The Purſer alſo muſt procure Certificates from the Governor, Conſul, or Merchants, of the Currency of Exchange at that Time, which he muſt tranſmit home with the Bills, and alſo an Account how the ſaid Money has been laid out.

24. When he returns home, he is to deliver into the *Victualling-Office*, an Account Current of all his Diſburſements, for the Service of the Ship at large, and reduced into *Engliſh* Coin, with his particular Affidavit at the Foot of the Account.

25. If Water is wanted, and cannot be had without Money, he may (by Warrant from the Captain) purchaſe what is neceſſary, taking Receipts, witneſſed by two Commiſſion or Warrant Officers, and a Certificate from the Captain of the Quantity brought on Board.

26. The Purſer ſhall employ his Cooper to repair defective Caſks, where they cannot be returned into Stores, and that without making any Charge thereupon. He is alſo to keep a diſtinct Account of the waſte Staves and Iron Hoops; and himſelf or Cooper, ſhall make Oath to the Truth thereof.

27. He is not to expend any Caſk for *Extra*-Service, without an Order from the Captain, and alſo a Certificate expreſſing the Quantity expended, when and for what Service: But he is to obſerve, that Caſks uſed for waſhing Tubs, ſteep Tubs, *&c.* will not be allowed as an *Extra* Expence.

28. If

28. If Loſs happens in Proviſions or Stores by Action with the Enemy, or other unavoidable Accidents, he is to produce a Certificate from the Captain of what was ſo loſt; with the Occaſion; and himſelf, or ſome other who was preſent, muſt make Oath, that it did not happen through any Neglect or Default.

29. He is to keep a very regular and exact Muſter-Book, and to ſet off againſt their Names the Slop Clothes, Dead Mens Clothes, Beds and Tobacco, they have been ſupplied with, in order to be Voucher for the Tickets made out by the Captain for Wages. He is to note down alſo, the Times of beginning and ending Petty Warrant or Sea-Victualling, Short-Allowance, the Nature and Quantity of the ſaid Allowance, and what has been paid on that Account.

30. He may at appointed Times, and in ſome publick Place, ſell Tobacco to the Seamen, not exceeding two Pounds *per* Month to a Man, at the Rate ſettled by the *Navy Board*.

31. He may not Victual Supernumeraries, but by Warrant from the Captain; and if the Captain has received Orders for ſo doing, the Purſer muſt procure an atteſted Copy alſo of the ſaid Orders; on the Back of the Warrant he is to enliſt their Names, and at the Foot thereof to procure the Captain's Certificate.

32. When he Victuals other Ship's Men, by Order, Repayment muſt be made from the Purſer of that Ship; and in Caſe of Refuſal, he muſt ſend a Liſt of the ſaid Mens Names, and Time (certified by his Captain) to the *Victualling*.

33. He is not to ſpare Proviſions or Stores to other Ships but by Warrant, and on the Back to take the Purſer's or Steward's Receipt, mentioning the Quantity in Words at Length, Time when, and Place where, and to ſend a Copy of the ſaid Receipt to the Commiſſioners of the *Victualling*.

34. He is to keep a Sick-Book, mentioning the Mens Names ſent Sick out of the Ship, their Number on the Ship's Books, when and where ſent, Number of Days abſent, which is to be delivered into the *Comptroller's-Office*.

35. When the *Victualling-Office* ſends Veſſels to bring away the Proviſions from the Ship, the Purſer is to ſend therewith his Steward, or ſome careful Perſon, to ſee their ſafe Delivery to the Officer appointed to receive them.

36. Each Butt when returned, if ſhaken, ſhall conſiſt of twenty-ſix Staves; a Puncheon, twenty-two; a Hogſhead, twenty; a Barrel, ſeventeen; Heading included, two Pieces reckoned one Stave.

37 A regular Survey muſt be taken, before the Proviſions are returned into Store, and the Purſer muſt make an Affidavit, that the ſaid Proviſions were received out of His Majeſty's Stores, or from Perſons under Contract. The like Oath is to be made by him of all the Caſks, Staves, Iron Hoops, and Biſcuit-Bags returned to the Office. Proviſions furniſhed under Warrantry, ſuch as Beer, Butter, and Cheeſe, he ſhall receive no Allowance for them, if they are caſt by Survey after the Time of Warrantry.

38. He is to paſs his Accounts within ſix Months after the Ship is paid off at furtheſt; and at the ſame time to have his Affidavit ready, touching every Particular relating to his Accounts.

39. If he has Cauſe of Complaint againſt any of the Officers of the Ship, with Relation to the Diſpoſition of the Proviſions or Stores under his Charge, he is to repreſent the ſame to the *Navy-Board*, before the Ship is paid off.

40. He is not to ſign any Accounts, Books, Liſts or Tickets, before he has fully informed himſelf of the Truth of every Particular contained therein.

The SURGEON.

1. WHEN a Surgeon is warranted, he is to provide Inſtruments and a Cheſt of Medicines, according to the Rules of the *Navy*; and the ſame muſt be viewed, examined and approved by the Phyſicians of the Sick and Wounded, or the Phyſician of *Greenwich-Hoſpital*, in Conjunction with the Governors of the Surgeons Company, who will give him a Certificate thereof.

2. When

2. When the Cheſt is recruited, the like Method is to be taken; and all ſuch Medicines or Drugs, as ſhall be found in the Cheſt, not fit for Uſe, muſt be deſtroyed.

3. He is to provide himſelf with a competent Number of printed Sick Tickets, from the *Sick* and *Wounded-Office*.

4. He is to inſpect and take Care of the Neceſſaries ſent on Board for the Uſe of Sick Men, if not good, he muſt acquaint the Captain; and he muſt ſee that they are duly ſerved out for the Relief of the Sick.

5. He is to viſit the Men under his Care twice a Day, or oftener, if Circumſtances require it; he muſt ſee that his Mates do their Duty, ſo that none want due Attendance and Relief.

6. In Caſes that are difficult, he is to adviſe with the Phyſician of the Squadron.

7. He is daily to inform the Captain of the State of his Patients.

8. When the Sick are ordered to the Hoſpitals, he is to ſend with them to the Surgeon, an Account of the Time and Manner of their being taken ill, and how they have been treated.

9. He is to be ready with his Mates and Aſſiſtants in an Engagement, having all Things at hand neceſſary for ſtopping of Blood, and dreſſing of Wounds.

10. He is to keep a Day-Book of his Practice, containing the Names of his Patients, their Hurts, Diſtempers, when taken ill, when recovered, Removal, Death, Preſcriptions, and Method of Treatment.

11. From the laſt Book he is to form two Journals, one containing his Phyſical Practice, the other his Chirurgical; which are reſpectively to be delivered in (at the End of the Voyage) to the Phyſician of the Sick and Wounded, or *Greenwich Hoſpital*, and to the Surgeons Company, in order to be examined.

The Maſter at Arms, and the Corporal.

1. NONE to be admitted a Maſter at Arms, but ſuch as are appointed by Warrant, from the *Admiralty*.

2. He is daily by turns (as the Captain ſhall appoint) to exerciſe the Petty Officers and Ship's Company, having a proper Allowance of Powder and Shot for that Purpoſe.

3. He is to place and relieve Centinels, to mount Guard; to ſee that the Arms be kept in good Order, and to obſerve the Directions of the Lieutenant at Arms.

4. He is to ſee that the Fire and Candles are put out in proper Seaſon, and according to the Captain's Order.

5. He is to viſit all Veſſels coming to the Ship, and prevent the Seamen going from the Ship without Leave.

6. He is to acquaint the Officer of the Watch with all Irregularities in the Ship, which ſhall come to his Knowledge.

7. The Corporals are to act in Subordination to the Maſter at Arms, and to perform their Duty under him.

The SCHOOL-MASTER.

1. BEFORE he is warranted, he muſt be examined before the Maſter, Wardens, and Aſſiſtants of *Trinity Houſe*, and from them produce a Certificate of his Qualifications; he muſt alſo produce another from Perſons of known Credit, teſtifying his Sobriety, *&c.*

2. He is duly to employ his Time in inſtructing the Volunteers in Writing, Arithmetic, and Navigation, and in whatſoever may contribute to render them Proficients.

3. He is likewiſe to teach the other Youths of the Ship, according to ſuch Orders as he ſhall receive from the Captain.

4. He is to be diligent in his Office, and ſuch as are idle muſt be repreſented to the Captain for Correction.

5. He is not to receive his Wages or Allowances without a Certificate from the Captain; nor be employed again, without depoſiting in the *Admiralty-Office* a like Certificate.

The

The COOK.

1. HE is to have the Charge of the Steep-Tub, and is anſwerable for the Meat put therein.

2. He is to ſee the Meat duly watered, and the Proviſions carefully and cleanly boiled, and delivered to the Men according to the Practice of the Navy.

3. In ſtormy Weather he is to ſecure the Steep-Tub, that it may not be waſhed over-board; but if it ſhould inevitably be loſt, the Captain muſt certify it, and he is to make Oath to the Number of Pieces ſo loſt, that it may be allowed in the Purſer's Accounts.

Rules of Diſcipline and good Government.

1. THE Commanders are to ſhew in themſelves good Examples of Honour and Virtue; vigilant in inſpecting the Behaviour of others, ſuppreſſing all diſſolute, immoral, and diſorderly Practices; and correct thoſe who are guilty, according to the Uſage of the Sea.

2. They are to ſee that Divine Service be performed twice a Day on Board, according to the Liturgy of the Church of *England*, and a Sermon on *Sundays*, unleſs bad Weather, *&c.* prevent it.

3. They are to puniſh Swearing, Curſing, or Blaſphemy, by cauſing them to wear a wooden Collar, as long as they think fit, or any other ſhameful Badge. If he be a Commiſſion Officer, he ſhall forfeit One Shilling for every Offence, and a Warrant or Inferior Officer Sixpence. A Seaman guilty of Drunkenneſs, ſhall be put in Irons till ſober; but an Officer ſhall forfeit two Days Pay.

4. A Commander may not puniſh a Seaman beyond twelve Laſhes on his bare Back, with a Cat of Nine-tails; but if the Fault deſerve greater Puniſhment, he is to inform the Commander in Chief, or Secretary of the *Admiralty*, in order for the Offender's being brought to a Court-Martial; in the mean Time he may put him under Confinement.

5. A Captain is not to diſcharge a Commiſſion or Warrant Officer, nor puniſh nor ſtrike him; but if he be diſobedient, behave ill, or unfit for Duty, he may ſuſpend or confine him, till Information can be given as above, for a Court-Martial.

6. No Officer under the Captain is allowed to inflict Puniſhment; but the Commanding-Officer (in the Captain's Abſence) may confine an Offender, till the Captain's Return.

7. Articles of War are to be hung up in ſome publick Place of the Ship, and read to the Ship's Company once a Month.

Rules for Cure of Sick and Hurt Seamen on Board their own Ships.

1. IN every Ship convenient Room muſt be made between Decks, for the Reception of the Sick or Hurt Seamen.

2. The Captain is to appoint ſome of the Ship's Company by Turns, to ſerve the Sick, Night and Day, and keep the Place clean.

3. By the Captain's Orders, the Cooper may make Buckets out of old Staves and Hoops; and the Carpenter, Cradles for the Uſe of the Sick, and thoſe who have fractured Bones.

4. Whenever poſſible, freſh Fiſh is to be caught, for the Uſe of the Sick; and if any *Surplus*, the ſame ſhall be diſtributed by Turns, among the Officers and Seamen impartially, and that without any Deduction of their Allowance of Proviſions.

Rules for ſending Sick or Hurt Seamen out of their own Ships for Cure.

1. NONE are to be ſent into Hoſpitals, either attending the Fleet, or a-ſhore, but whoſe Diſtempers or Hurts are ſuch, as may render it inconvenient to have them kept on Board their own Ships,

2. They

2. They muſt be ſent a-ſhore with their Clothes, Bedding, and a Ticket, expreſſing their Names, Entry, and Numbers, on the Ship's Books, with the Quality of their Diſeaſe or Hurt.

3. The Captain may order the Purſer to ſupply them with Slops, if they want ſuch Neceſſaries.

4. They are to be ſent a-ſhore under the Charge of a diſcreet Officer, and the Surgeon, or one of his Mates, that they may be carefully landed, and conveyed with proper Carriages, at the Expence of the Hoſpital.

5. A Commiſſion Officer is to go to the Hoſpital twice a Week (on Muſter-Days) to receive ſuch of his Men as are recovered. He may alſo receive ſuch other recovered Men (whoſe Ships are not in the Way) as the Agent ſhall deſire.

6. The Captain is to receive ſuch recovered Men as the Agent ſhall ſend to him, though the Ship be at a Diſtance, unleſs they be unſerviceable; if ſo, muſt give the ſaid Men a Certificate of his Refuſal.

7. If the Captain receiving ſuch recovered Men ſhall meet with the Ship they belong unto, he is to return them; but if that Ship have her full Complement, he is to enter them as a Part of his, if he wants Men, or diſpoſe of them where they may be wanted; bearing Wages from the Time they were received from Sick Quarters.

8. Agents may ſupply Sick Men with neceſſary Clothes, if their Ship is out of the Way, (whilſt in Quarters) of which he is to certify the Captain.

9. If ſuch as are diſcharged from Sick Quarters, do not return on Board directly, a *Query* is to be put againſt their Names, as a Stoppage to the Payment of Wages, unleſs they prove that they were not able to get on Board their own Ship, and entered on ſome other in the *Royal Navy* immediately, or were diſcharged as unfit for Service.

10. Captains are to correſpond with the Commiſſioners of the Sick and Wounded, concerning the State and Condition of his Sick Men.

11. Com-

11. Commanders in Chief, and the Commiſſioner of the *Navy* at the Ports where Hoſpitals are erected, are to viſit them frequently, in order to hear Complaints, and redreſs Irregularities and Grievances.

12. The Captain is to take Care of the Sick Men in Foreign Parts, where there are none of His Majeſty's Hoſpitals, or Correſpondents of the Sick and Wounded Office to take Charge of them, and may draw Bills on the ſaid Commiſſioners for the Expences; obſerving the Allowance by uſual Eſtabliſhment, as he will not be allowed any Exceedings.

Of the PROVISIONS.

1. EVERY Man to be allowed Daily Proviſions, as follows, *viz.*

Sunday. One Pound of Biſcuit, One Gallon of Small Beer, one Pound of Pork, and Half a Pint of Peaſe.

Monday. One Pound of Biſcuit, one Gallon of Small Beer, one Pint of Oatmeal, two Ounces of Butter, and four Ounces of Cheeſe.

Tueſday. One Pound of Biſcuit, one Gallon of Small Beer, and two Pounds of Beef.

Wedneſday. One Pound of Biſcuit, one Gallon of Small Beer, half a Pint of Peaſe, a Pint of Oatmeal, two Ounces of Butter, and four Ounces of Cheeſe.

Thurſday. The ſame as *Sunday.*

Friday. The ſame as *Wedneſday.*

Saturday. The ſame as *Tueſday.*

Hence the full Weekly Allowance *per* Man (beſides freſh Fiſh caught, and diſtributed without any Deduction for the ſame) is, *viz.*

Seven Pounds of Biſcuit,	One Quart of Peaſe,
Seven Gallons of Beer,	Three Pints of Oatmeal,
Two Pounds of Pork.	Six Ounces of Butter,
Four Pounds of Beef,	Twelve Ounces of Cheeſe.

2. Captains may ſhorten this Allowance, if Neceſſity require it, taking due Care that the Men be paid for the Deficiency;

ficiency; nor is any Officer to have whole Allowance while the Company is at ſhort.

3. In Foreign Voyages ſome of the above Species may be changed, that is, half a Pint of Brandy, Rum, or Arrack for a Gallon of Beer; four Pounds of Flour, ſometimes three Pounds, with a Pound of Raiſins, or half a Pound of Currants, with half a Pound of Beef Suet pickled, are equal to a four Pound Piece of Beef, or two Pound Piece of Pork with Peaſe; half a Pound of Rice for a Pint of Oatmeal; a Pint of Olive Oil for a Pound of Butter, or two Pounds of *Suffolk Cheeſe*; two-thirds of a Pound of *Cheſhire* Cheeſe for a Pound of *Suffolk*.

4. Beef is cut into four Pound Pieces, and Pork into two, and every Caſk is to have the Contents thereof marked on the Head.

5. Every Twenty-eight Pieces of Beef cut for four Pound Pieces, taken out as they riſe, and the Salt ſhaken off, are to weigh one hundred Pounds, *Avoirdupois*, and every fifty-ſix Pieces of Pork, one hundred and four Pounds.

6. If there be a want of Pork, the Captain may order three Pounds of Beef to be given out in Lieu of two Pounds of Pork.

7. One Day in every Week, there ſhall be iſſued out a Proportion of Flour and Suet in Lieu of Beef; but this is not to extend beyond four Months *Victualling* at one Time.

8. Only three Months Butter and Cheeſe ſhall be ſupplied for Foreign Voyages, the Remainder to be made up in Olive Oil.

9. One Tun of Iron-bound Caſks for Water, and a Bundle of Wooden Hoops, is allowed for every hundred Men *per* Month, in Home Voyages; but in Foreign Voyages, ſuch further Quantity as ſhall be thought neceſſary.

10. In Home Voyages, half the Proportion of Beer is to be continued in Iron-bound Caſks, but in Foreign Voyages three fourths; and every Caſk is to have the Contents marked on the Head in Gallons, *Wincheſter* Meaſure.

11. To prevent the buying of Caſks Abroad, all Caſks (in Foreign Voyages) are to be new.

12. Proviſion (if Neceſſity require it) may be ſupplied by

by Order of the Commander in Chief, to the Agent; and in urgent Caſes, a Captain by his Warrant may ſupply the ſame.

13. Victualling Veſſels conſigned to one Ship, may not be ſtopt by a Captain belonging to another, to take any Part of her Lading; they are alſo to be unladen with Diſpatch and ſent away.

14. Proviſions are to be ſent on Board without Charge to the Purſer; and the Maſters of ſuch Veſſels are to ſee the ſame delivered into the Slings of the Ship they are conſigned to, by careful Men; and muſt alſo deliver to the Captain a proper and perfect Bill of Lading.

15. If any Proviſions ſlip out of the Slings, or are damaged through Careleſsneſs, the Captain is to Charge the Value againſt the Wages of the Offender.

16. No Proviſions are to be refuſed, until the Captain or Commanding Officer ſhall cauſe the ſame to be ſurveyed; and if they then appear unfit for Uſe, he is to return them, together with the original Survey.

17. Proviſions are frequently to be inſpected (in Foreign Voyages) and all proper Care taken for the Preſervation thereof.

18. Proviſions ſpared to another Ship in due Form, is to be made good by a new Supply from the Agent at the next Port, upon producing the proper Order.

19. Freſh Meat is to be allowed twice a Week, (when it can be conveniently done) inſtead of Salt Meat, three Pounds of Mutton accounted for a four Pound Piece of Beef, or a two Pound Piece of Pork with Peaſe.

20. Prize Proviſions may be iſſued to His Majeſty's Ships if in Want, (and thoſe good in their Kind) a Survey being firſt regularly made; but this is not to be done whilſt any of the Ship's Proviſions of the ſame Species are remaining.

Of Short-Allowance Money.

1. THE Captain is to make out Short-Allowance Liſts, with the Aſſiſtance of the Purſer, which muſt be compared with the Muſter and Sick-Books, and ſigned by himſelf, the Purſer, Maſter, and Boatſwain, before they are ſent to the Commiſſioners of the *Victualling*.

2. In

2. In Foreign-Parts, the Short-allowance Money is to be paid every three Months; and where there is no Agent Victualler, the Purſer, by Warrant from the Commander in Chief, or Senior Captain, may take up Money to diſcharge the ſame, upon the beſt Exchange, and draw Bills upon the Commiſſioners of the *Victualling*.

3. The Commander in Chief is to atteſt the Bills, certify the Exchange, comptrol the Payment, what Caſh remains in Hand, and this Surplus is to be appropriated to the next or ſucceeding Payment.

4. If the Ship is alone, the Captain is directed to act as a Commander in Chief, or Senior Captain.

5. The Purſer, by the firſt Opportunity, is to ſend one Liſt to the Commiſſioners of the *Victualling*, and by the next ſafe Conveyance, another.

6. The Ship's Company is to be paid their Short-Allowance in *Sterling* Value, and to have the Benefit of the Exchange.

7. The buying of Short-Allowance Money, directly or indirectly, is ſtrictly forbid; and the Parties themſelves are to be paid, without any regard to Notes, or any other Obligation whatſoever.

Of SLOP CLOTHES.

1. WHEN Slops are ſent on Board, they muſt be compared with the Sample, by the Captain, Maſter, Purſer, and Boatſwain, and ſuch as do not agree in Goodneſs with the Pattern, are to be rejected.

2. If the Ship ſails before the Examination can be made, and then any ſhould prove inferior in Goodneſs, they are to be returned, or proportional Abatements made in the Price.

3. Seamen (deſtitute of Neceſſaries) may be ſupplied with Slops as far a Month's Wages in Time of Preſs.

4. None are to receive a ſecond Supply, until they have ſerved full two Months, and then not exceeding ten Shillings, and ſo in Proportion, ten Shillings more every two Months, if they ſhall be in Want.

5. Slops

5. Slops are to be iſſued out publickly, and as the Captain is not to ſuffer thoſe to be ſupplied who are not really in Want, ſo he is to oblige thoſe who are ragged, or want Bedding, to receive ſuch Neceſſaries as they want, not exceeding the Limits aforeſaid.

6. The Captain is to keep a Slop book, according to Form preſcribed, and before the Payment of the Ship, or on his Removal, he is to ſend the ſame to the *Comptroller of the Navy*, duly ſigned.

7. On the Diſcharge of a Man by Ticket, the Value of the Clothes he has been ſupplied with muſt be noted upon the ſame in Words at Length.

8. If Neceſſity require the buying of Clothes in Foreign Parts, the Captain muſt procure them of the Kinds uſed in the Navy, and as moderate as poſſible; he muſt alſo (by the firſt Convenience) ſend an Invoice of the ſame to the *Navy-Board*.

9. Contractors for Slops are to allow the Purſer Twelve-pence in the Pound for keeping the Clothes and Accounts; but if any Diſagreement ariſes, they may intruſt their Goods with any other Officer in the Ship.

10. The Perſon who keeps the Slops muſt give Bond to the Contractors for the faithful Diſcharge of his Truſt; nor can he receive any Wages without Certificates from them, that all Accounts are diſcharged.

11. All poſſible Care muſt be taken that no more Beds be demanded than are neceſſary, and thoſe anſwerable to the Contract.

12. When a Seaman dies on Board, his Clothes, *&c.* may be ſold by Auction, and the Produce charged againſt the Buyers on the Muſter and Pay-Books: a particular Account of the ſame muſt alſo be kept in the Slop-Book. The Purſer is to be allowed Twelve-pence in the Pound for his Trouble, who is alſo to give the Executors, *&c.* of the deceaſed, a particular Account of the Clothes ſold, and to whom.

13. Seamen are not permitted to bid for the Clothes of the dead Officers, that are above their Wear, nor bid for

Effects

Effects above their real Value, nor purchaſe more than their Wages can anſwer, agreeable to Allowance.

14. On the Death, *&c.* of a Purchaſer, the Slops, Clothes and Bedding remaining, are to be ſurveyed, and delivered to the Succeſſor, by Inventory, in due Form.

Of PILOTAGE.

1. SHIPS bound out of the *Thames*, or from the *Nore*, the Captain is to apply to the *Navy-Board* for a Pilot, and not to employ any but ſuch as are ſent to him by the *Trinity-Houſe*; but when a Ship is to depart from the *Downs* to the *Thames* or *Medway*, he is to employ one belonging to the Society of Pilots at *Dover*.

2. Captains are not to take Pilots unneceſſarily, nor bear them longer than is neceſſary; and when diſcharged to give them Certificates.

3. When the conſtant Attendance of a Pilot is required on Board, he is to be ſo rated upon the Books, and borne within the Complement.

4. The Maſter or Mate (with the Captain's Conſent) may act as Pilot if none can be got; and for Encouragement ſhall have half a Pilot's Allowance.

Of CONVOYS.

1. A Commander, appointed to convoy the Trade of His Majeſty's Subjects, muſt give neceſſary and proper Inſtructions, in Writing, and ſigned by himſelf, to all the Maſters of Merchant Ships under his Protection.

2. He is to take an exact Liſt in proper Form, containing the Names of all the Ships and Veſſels under his Convoy, and ſend a Copy thereof to the Secretary of the *Admiralty* before he ſails.

3. He is not to receive any Gratification, nor ſuffer any one elſe in the Ship ſo to do.

4. He is not to chaſe out of Sight of his Convoy, but be watchful to defend them from Attack or Surprize; and if diſtreſſed, to afford them all neceſſary Aſſiſtance.

5. If the Maſter of a Ship ſhall miſbehave himſelf, by delaying the Convoy, abandoning the ſame, or diſobey the eſtabliſhed Inſtructions, the Commander is to report him, with a Narration of the Fact, to the Secretary of the *Admiralty*.

6. He is to carry a Top Light in the Night to prevent Separation.

7. The Commander in Chief may order his Signals to be repeated, by as many Ships of War under his Command as he ſhall think fit.

8. When different Convoys ſet ſail at the ſame Time, or join at Sea, they are to keep Company ſo long as their Courſes lie together: And when it thus happens, the eldeſt Commander of a Convoy ſhall command in the firſt Poſt; the next eldeſt in the ſecond, and ſo on: Nor is any private Captain to take Umbrage hereat, as it is not intended to his Prejudice, but to preſerve Order while they are together.

9. Commanders of different Convoys are to wear the Lights of their reſpective Poſts, and repeat the Signals in Order, as is done by Flag-Officers.

10. Convoys are to ſail like Diviſions, and proper Signals are to be made at Separation.

11. Commanders of Convoys are to take under their Care, all ſuch Ships of His Majeſty's Friends or Allies, whoſe Maſters ſhall deſire it, and thoſe ready to ſail.

Of PRIZES.

1. PRIZES are not to be broke open, but the hatches are immediately to be ſpiked up, and her Lading and Furniture ſecured from Embezzlement, until condemned in the *Admiralty-Court*.

2. The Captain is to cauſe the Officers of the Prize to be examined, and three or more of the Company, who can give

give beſt Evidence, are to appear at the *Admiralty-Court*: Likewiſe all Charterparties, Bills of Lading, *&c.* ought to be ſecured, and produced in Court.

3. Priſoners, who are His Majeſty's Subjects, are to be ſtrictly obſerved, their Names taken down in Writing, and the Circumſtances of their being taken, *&c.*

The ſaid Priſoners are to be examined, together with their own Witneſſes, before ſome Magiſtrate; and Copies of their Declarations are to be ſent to the Secretary of the *Admiralty*.

5. When a Privateer is taken, great Care muſt be had to ſecure the Ship's Papers, the Commiſſion eſpecially; for if no legal Commiſſion be found, they are to be committed as Pyrates.

6. Ships of War in His Majeſty's Pay, are intitled to the ſole Property of all their Prizes, after legal Condemnation; but Privateers to pay One-tenth Part to the *Admiralty*.

7. Officers and Seamen belonging to Privateers are intituled to the Profit of their Prizes, according to Contract made with the Owners.

8. Judges in the *Courts of Admiralty* Abroad, unneceſſarily or wilfully delaying the Trial of Captures, are liable to the Forfeiture of Five Hundred Pounds.

9. The Charges for condemning any one Prize Abroad, ſhall not exceed ten Pounds, in Caſe ſuch Capture be under the Burthen of one hundred Tuns; nor fifteen Pounds, for that or a greater Burthen.

10. Goods embezzled on Board any Prize, the Author ſhall forfeit treble the Value.

11. Prizes are not exempted from the Payment of the National Cuſtoms and Duties; and all Shares of Prizes not legally demanded in three Years are appropriated to the Uſe of *Greenwich-Hoſpital*.

12. Five Pounds *per* Head Bounty-Money is allowed for taking or deſtroying Men of War, or Privateers, belonging to the Enemy.

13. Goods, belonging to the Subjects of *Great-Britain*, if re-taken from the Enemy, before they have been in their

Poſſeſſion twenty-four Hours, the Owners are to allow One-eighth Part of the Value for Salvage; if above twenty-four Hours, and under forty-eight hours, One-fifth Part thereof; if above that, and under ninety-ſix Hours, One-third Part thereof; and if above that One-half, without any Deductions.

14. Offenders on Board Privateers, are to be puniſhed as if on Board Ships of War.

15. No Privateer, *&c.* in *America*, is to take on Board any Servant, without the Conſent of his Maſter; but ſhall duly obey the Laws of the Country.

Prizes taken by His Majeſty's Ships of War, and Bounty for taking or deſtroying thoſe of the Enemy, &c. are proportioned and diſtributed in the Manner following, viz.

1. THE neat Produce of all Prizes taken by His Majeſty's Ships of War, and Bounty-Money for Priſoners taken in ſuch Prizes, is divided into Eight equal Parts, and diſtributed as follows:

2. To the Captain, actually on Board at the Time of taken any Prize, Three-Eighths.

3. If taken by a Ship under Command of a Flag, that Flag Officer is to have one of the ſaid Eight Parts, and the Captain the other Two.

4. To the Captains of Marines, Land Forces, Sea-Lieutenants, and Maſters, One-Eighth to be equally divided.

5. To Lieutenants and Quarter-Maſters of Marines, Lieutenants, Enſigns, and Quarter-Maſters of Land-Forces, Boatſwain, Gunner, Purſer, Carpenter, Maſters, Mates, Surgeons and Chaplains, One-Eighth.

6. To the Midſhipmen, Maſter at Arms, Serjeants of Marine, of Land-Forces, Carpenter's Mates, Boatſwain's Mates, Gunner's Mates, Corporals, Yeomen of the Sheets, Cockſwain, Quarter-Maſter, Quarter-Maſter's Mates, Surgeon's Mates, and Yeomen of the Powder-Room, One-Eighth.

7. To

7. To the Trumpeters, Quarter-Gunners, Carpenter's Crew, Steward, Cook, Armourer, Steward's Mate, Cook's Mate, Gunſmith, Cooper, Swabber, ordinary Trumpeter, Barber, able Seamen, ordinary Seamen, Volunteers by Warrant, and Marine, or other Soldiers (if any) Two-Eighths.

Any Officer on Board ſuch His Majeſty's Ships of War, having more Poſts than one, is only intituled to the Share belonging to his ſuperior Office, according to the Regulations aforeſaid.

Commanders of Ships of War, taking any Prize, are to tranſmit (as ſoon as poſſible, to the Commiſſioners of the *Navy*) a true Liſt of the Officers and Men actually on Board, or the taking of ſuch Prize, inſerting therein the Quality of every Perſon's Service; and this to be ſubſcribed by themſelves, and three or more of the Chief Officers on Board.

The Commiſſioners of the *Navy*, or any three or more of them, (on Condemnation of ſuch Prize) are to examine the ſaid Liſt by the Ship's Muſter-Book, to ſee their Agreement; and are to grant Certificates of the Truth of ſuch Liſts to them tranſmitted (if requeſted) to the Agents appointed by the Captures: Alſo are to give ſuch Agents Liſts from the Muſter-Book, and to aid and aſſiſt them towards forwarding the Payments of the Shares.

The Rights and Privileges of Flag-Officers and Commanders, in Relation to Captures from our Enemies at Sea.

1. A Flag-Officer, commanding in Chief upon Service, ſhall have One-Eighth Part of all Prizes taken by Ships under his Command.

2. A Flag-Officer ſent to command at *Jamaica*, or elſewhere, ſhall have no Right to any Share of Prizes taken by Ships employed there, before he arrives within the Limits of his Command.

3. That when an inferior Flag-Officer, or private Ships, are ſent out to reinforce a ſuperior Flag-Officer at *Jamaica*,

or elſewhere, the ſaid ſuperior Flag-Officer ſhall have no Right to any Share in Prizes taken by them before their Arrival, within the Limits of his Command.

4. That a Chief Flag-Officer, returning Home from *Jamaica*, or elſewhere, ſhall have no Share in Prizes taken by Ships left at *Jamaica*, or elſewhere, after he has got out of the Limits of his Command.

5. That if a Flag-Officer is ſent to Command in the Out-Ports of this Kingdom, he ſhall have no Share in Prizes taken by Ships that ſail from that Port, by Order from the *Admiralty*.

6. That when more Flag-Officers than one ſerve together, the Eighth Part of all Prizes taken by any Ships of the Fleet or Squadron, ſhall be divided in the following Proportion, *viz.* If there be but two Flag-Officers, the Chief ſhall have Two-third Parts, and the other One-third; but if the Number of Flag-Officers be more than Two, the Chief ſhall only have One-half, and the other Half ſhall be divided equally among the others.

7. That Commodores, with Captains under them, ſhall be eſteemed as Flag-Officers, with Reſpect to their Right to an Eighth-part of Prizes, whether commanding in Chief, or ſerving under Command.

As to the Method of condemning Prizes, and the various Regulations relating to His Majeſty's Ships of War and Privateers, I refer the Reader to thoſe well calculated Acts of Parliament, made for the Security and Intereſt of the Nation, eſpecially that intituled, *An Act for the better Encouragement of Seamen in His Majeſty's Service, and Privateers, to annoy the Enemy.*

EXERCISE *of the* SMALL-ARMS.

THE Seamen, who are to perform the Exerciſe of the Small-arms, are to be drawn out in one Rank, with their Firelocks upon their left Shoulder, and accoutred with Swords, Bayonets, and Cartouches; and two Paper Granadoes, or Wads in Pouches, and Match hanging at the Girdle on the contrary Side.

The

The Lieutenant at Arms is to ſtand oppoſite to the Middle of the Rank, with a Firelock reſted on his Left-Arm: the Maſter at Arms to ſtand near him, with a Firelock in his Hand; and the two Corporals to ſtand oppoſite to each End of the Rank, with Firelocks in their Hands.

Words of Command.

1. *Take Care.*
2. *Join your Right-hand to your Firelock.*
3. *Poiſe your Firelocks.*
4. *Join your Left-hand to your Firelocks.*
5. *Cock your Firelocks.*
6. *Preſent.*
7. *Fire.*
8. *Recover your Arms.*
9. *Half cock your Firelocks.*
10. *Handle your Cartridge.*
11. *Prime.*
12. *Shut your Pans.*
13. *Caſt about to Charge.*
14. *Charge with Cartridge.*
15. *Draw your Rammers.*
16. *Shorten your Rammers.*
17. *Put them in the Barrels.*
18. *Ram down your Charge.*
19. *Recover your Rammers.*
20. *Shorten your Rammers.*
21. *Return your Rammers.*
22. *Caſt off your Firelocks.*
23. *Your Right-hands under your Locks.*
24. *Poiſe your Firelocks.*
25. *Shoulder your Firelocks.*

EXERCISE *of the* BAYONET.

26. *Poiſe your Firelock.*
27. *Reſt on your Arms.*

28. *Draw*

28. *Draw your Bayonets.*
29. *Fix your Bayonets.*
30. *Reſt your Bayonets.*
31. *Charge your Bayonets Breaſt-high.*
32. *Puſh your Bayonets.*
33. *Recover your Arms.*
34. *Reſt on your Arms.*
35. *Unfix your Bayonets.*
36. *Return your Bayonets.*
37. *Poiſe your Firelock.*
38. *Shoulder your Firelock.*

EXERCISE *of the* GRANADOES.

Words of Command.

39. *Join your Right-hand to your Firelocks.*
40. *Poiſe your Firelock.*
41. *Join your Left-hands to your Firelocks.*
42. *Cock your Firelocks.*
43. *Preſent.*
44. *Fire.*
45. *Recover your Arms.*
46. *Handle your Slings.*
47. *Sling your Firelocks.*
48. *Handle your Granadoes.*
49. *Open your Fuze.*
50. *Guard your Fuze.*
51. *Handle your Matches.*
52. *Blow your Matches.*
53. *Fire, and throw your Granadoes.*
54. *Return your Matches.*
55. *Handle your Slings.*
56. *Poiſe your Firelocks.*
57. *Half-cock your Firelocks.*

EXERCISE *of the* GREAT-GUNS.

THE Guns are to be loaded with Powder and Shot, the Water-Tubs in their Places, the Matches lighted, the Crows, Handſpikes, Spunge Staves, and Rope Spunges, placed in Order by the Guns, and the Men at their Quarters.

Words of Command.

1. *Take Heed.*
2. *Silence.*
3. *Caſt off the Tackles and Breechings.*
4. *Seize the Breechings.*
5. *Take out the Tampion.*
6. *Take off the Apron.*
7. *Unſtop the Touch-hole.*
8. *Handle the Priming Wire.*
9. *Prick the Cartridge.*
10. *Handle the Powder-horn.*
11. *Prime.*
12. *Bruiſe the Priming.*
13. *Secure the Powder-horn.*
14. *Take hold of the Apron.*
15. *Cover the Vent.*
16. *Handle your Crows and Handſpikes.*
17. *Point the Gun to the Object.*
18. *Lay down your Crows and Handſpikes.*
19. *Take off the Apron.*
20. *Take your Match, and blow it.*
21. *Fire.*

You muſt take Care that the Guns do not touch the Side of the Port when you fire.

22. *Stop the Touch hole.*
23. *Handle the Spunge Staff.*
24. *Spunge the Gun.*

In

In ſponging the Gun, the Spunge is to be drawn backwards and forwards two or three Times, as well as puſhed home ſtrongly, and in taking it out, turn it round two or three Times in the Gun. Obſerve to ſtrike your Spunge well on the Muzzle of the Gun, to cleanſe it. If you make Uſe of a Rope Spunge, obſerve the ſhift Ends, and have your Rammer-head at Hand.

25. *Handle the Cartridge.*
26. *Put it into the Gun.*

You muſt put the Cartridge in as far as you can reach with your Arm, the lower End firſt, and Seam of the Cartridge downwards.

27. *Wad to your Cartridge.*
28. *Handle the Rammer.*
29. *Ram home, Wad and Cartridge.*

Obſerve to give two or three Strokes, to ram it well home.

30. *Unſtop the Touch-hole.*
31. *Handle the Priming Wire.*
32. *Try if the Cartridge be home.*
33. *Draw the Rammer.*
34. *Shot the Gun.*
35. *Wad.*
36. *Ram home, Wad and Shot.*
37. *Draw the Rammer.*
38. *Stop the Touch-hole.*
39. *Lay on the Apron.*
40. *Run out the Gun.*

If you Exerciſe the Lee Guns, and it blows freſh, you muſt keep one Tackle hooked to the Ring-bolt on the Deck, near the Coamings, and the other Tackle hooked to the Ring, in the Train of the Carriage; but if you Exerciſe the Windward Guns, keep both Tackles hooked to the Ship's Side, and the Train of the Cartridge.

When

When you Exercise the Lower Deck Guns, have your Port Ropes or Port Tackle Falls clear, to let fall your Ports in Case of too much Wind, and Lanyards to make them fast.

Always, after the Exercise is over, take Care to have the Deck clean swabbed, that no scattered Powder be left.

Of HOSPITAL-SHIPS.

1. IN Hospital-Ships, the Gun-Deck is entirely set a-part, for the Reception of the Sick; it is to be flush, without Cabbins or Bulkheads, except a Deal or Canvas one, for separating such as have malignant Distempers; it is to contain the necessary Cradles and Bedding; two Pair of chequered Linen Sheets are allowed to each Bed: And Scuttles must be made for the Inlets of the Air.

2. In an Hospital-Ship there is allowed a Physician, Surgeon, four Mates and six Assistants, a Servant to the Surgeon, a Baker, and four Washermen.

3. The Captain of an Hospital-Ship is to subsist the Men under Cure, out of the best and newest Provisions in the Ship, and with fresh Meat as often as may be.

4. When the Sick are so well recovered as to return to their own Ships, upon a Signal given, and a Waft, their Captain is to send a Boat for them.

The PHYSICIAN.

1. THE Physician is to reside in the Hospital-Ship, if any, or in such other as the Commander in Chief shall appoint.

2. He is to visit the Sick in the Ships of the Squadron or Division he belongs to, as often is needful, together with the Surgeon of the Ship.

3. He may (with the Approbation of the Admiral or Commander in Chief) inspect the Chests of the Surgeons of

of the Squadron, and deſtroy all ſuch Inſtruments and Drugs as are unfit for Uſe: He may examine their Journals and Method of Practice; and if irregular, he is to report them to the Commander in Chief.

4. He is to obſerve the Admiral's Orders, and demand no fees from his Patients.

Of Gratuities to the Relations of Officers, and others, ſlain in Fight with the Enemy.

1. TO a Widow is allowed a full Year's Pay, according to the Poſt her Huſband ſerved in at his Death.

2. Orphans, each the one-third Proportion of a Widow; and *Poſthumous* Children are eſteemed Orphans.

3. Orphans married are not intitled to any Bounty.

4. If there be no Widow, a Mother (if a Widow, and above fifty Years of Age) is intitled to a Widow's Share.

5. The Relations of Officers of Fire-Ships are intitled to the ſame Bounty, as thoſe of Officers of like Rank, in Fourth Rates.

6. Captains are to ſet down the Names of the Slain at the End of the Muſter-Books, and on what Occaſion.

7. This Bounty extends to thoſe who are ſlain in Tenders, in Boats or on Shore, as well to thoſe on Board the Ships; alſo to thoſe that are ſlain in Fight with Pyrates, or in an Encounter with the Ships of Friends by Miſtake; alſo thoſe who die of their Wounds after Battle, are all eſteemed as Perſons ſlain.

Of Gratuities to Officers wounded in Fight with the Enemy, and to Officers hurt in the Service.

1. IF an Officer receives a Wound that ſhall occaſion the Loſs of an Eye or Limb, or the total Loſs of the Uſe of a Limb; or that (upon Certificate from the Surgeons Company in London) ſhall be in Effect of equal Prejudice to the Habit of the Body, with the Loſs of a Limb, he ſhall

ſhall receive one full Year's Pay, and ſhall be allowed ſuch Expences relating to the Cure (if not performed at his Majeſty's Expence) as ſhall be certified reaſonable by the ſaid Company; he ſhall alſo continue in Pay during the Time of his Cure.

2. With reſpect to the Year's Gratuity, Ships under the Third Rate are to be eſteemed as ſuch.

3. Volunteers are alſo intitled to the ſame Bounty as Lieutenants.

4. If the Wounds received do not amount to the Loſs of a Limb, nor are of equal Prejudice to the Body, the Charges of Cure are only allowed, and the Continuance of Pay as aforeſaid.

5. Under the Term *Wounded in Fight*, is comprehended all the ſeveral Caſes relating to thoſe *ſlain in Fight*; and thoſe ſo wounded are paid the Gratuity, *&c.* on Application to the *Navy-Board*.

6. Inferior Officers, or Seamen hurt, maimed or diſabled in the Service, by Certificate ſigned by the Captain, Lieutenant, Maſter, Surgeon, and one or more Warrant Officers of the Ship, expreſſing the Nature of the Hurt, *&c.* are intitled to the Benefit of the Cheſt at *Chatham*, according to the Rules and Conſtitutions thereof.

Of Penſions to ſuperannuated Officers.

1. BOATSWAINS, Gunners, Carpenters, Purſers, and Cooks (whoſe Employments are conſtant) muſt ſerve full fifteen Years; Maſters and Surgeons (whoſe Employments are not conſtant) eight Years in their reſpective Offices, before they are intitled to Superannuation.

2. Officers applying for Superannuation are to be examined by the Phyſicians of the Sick and Wounded (or in Default of that Commiſſion, by the Phyſician of *Greenwich-Hoſpital*) in Conjunction with the Surgeons Company, who are to report their Opinion (in Writing) of their Incapacity to ſerve his Majeſty.

3. Officers, whoſe Employments are conſtant, being admitted to Superannuation, receive an annual Penſion,

equal to their Pay in the Ship of the higheſt Rate they have ſerved in.

4. The Penſions of Maſters are equal to half their Pay; and Surgeons are allowed the ſame Penſions as Maſters of equal Rates.

5. Commiſſion-Officers worn out, or diſabled in the Service, are conſidered as their Caſes may deſerve, and as his Majeſty ſhall think fit.

An Extract of ſome Inſtructions relating to the NAVY.

1. VOlunteers repairing on Board within Limits preſcribed, are intitled to Conduct-Money; to Wages from the Day of their Entry, to Victuals from the Time of their Appearance, and to an Advance of two Months Wages, with Bounty-Money (if any offered) before the Ship proceeds to Sea.

2. At their coming on Board, they may be ſupplied with Slop Clothes, but the Value thereof muſt be deducted out of the ſaid two Months Advance and Bounty-Money.

3. It is to be underſtood, that Seamen not turned over by Order of *Admiralty*, but ſhall voluntarily go, or entering in Exchange for others diſcharged at their own Requeſt, are not intitled to any Advance Wages.

4. Two Months Wages in ſix are allowed to be paid to inferior Officers and Seamen, if the Ship is in any Port of *Great-Britain*, or on the Coaſts thereof, and not under Orders to be paid off.

5. But if the Ship is in any Foreign Parts, the ſame may be paid to the Attornies of ſuch as ſhall deſire it; and this is to be done every ſix Months, while the Ship is in Commiſſion.

6. Notwithſtanding what is above obſerved in regard to inferior Officers and Seamen, it is directed, that if the Ship ſhall be in any Port of *Great-Britain*, or on the ſaid Coaſts, at the End of eighteen Months, the whole Ship's Company ſhall receive twelve Months Pay, including the Advance, if any; and the ſame is to be repeated every eighteen Months from laſt Clearance.

7. Second

7. Second Maſters, Surgeon's Mates, Cook, Armourer, Gunſmith, Schoolmaſter, Maſter at Arms, Corporal and Sailmaker, are termed inferior Officers, and all others who have not Commiſſion or Warrant.

8. When inferior Officers or Seamen are turned over from one Ship to another, the Captain muſt not rate them in worſe Quality than they ſerved in the Ship removed from; thoſe alſo are intitled to two Months Wages Advance; but if there be more inferior Officers, than the Eſtabliſhment of the Ship allows, the Secretary of the *Admiralty* muſt be therewith acquainted.

9. A Captain, ordered to turn over his Men, muſt deliver a Liſt of their Names and Qualities to the Captain they removed under; on ſuch Removal they are intitled to their Wages, as well as to the two Months Wages Advance.

10. If a Ship may by Accident be diſabled, ſo that her whole Ship's Company is removed into another, this is not eſteemed a turning over.

11. Volunteer Seamen are to be diſcharged, on procuring Preferment in any other of His Majeſty's Ships, the Captain receiving him, giving a good Man in his Room.

12. No Letter of Attorney is valid, unleſs made revocable, and atteſted by the Captain or Commander, and another of the ſigning Officers of the Ship to which they belong; or by the Clerk of the Cheque of ſome of the Dock-Yards; or by the Mayor, or chief Magiſtrate of ſome Corporation.

13. Captains are to diſcourage Seamen from ſelling their Wages; and not to atteſt Letters of Attorney, if the ſame appear granted in Conſideration of Money given for the Purchaſe of Wages.

14. Tickets of deceaſed Seamen are to be ſent to the *Navy-Board* by every ſafe Conveyance, ſo that the Wages may be paid to the Executors, *&c.* of the Deceaſed.

15. Seamen unavoidably diſtreſſed in Foreign Parts, on proper Application, are to be received on Board any of his Majeſty's Ships; and the Captain is to bear as many as come within his Complement, for Wages and Victuals, and the reſt for Victuals only: Theſe Supernumeraries he is to put on Board any other of his Majeſty's Ships he may

meet with that are ſhort of their Complement; but if he meet with none, they are then to be ſet on Shore at any Port of *Great-Britain* he is bound to.

How to prepare a Ship for a cloſe FIGHT.

1. BULKHEADS are the Bulwarks of Cloſe-quarters, and are commonly aſſaulted with Vigour by the Enemy; therefore they ought to be ſubſtantial; at leaſt Proof againſt a Muſket-Ball, as well to defend the Shot of their own Party, as thoſe of the Enemy; for when diſcharged out of the Steerage at an Enemy on the Main-Deck, they frequently fly againſt the Bulkhead of the Forecaſtle, or out of the Forecaſtle againſt the Bulkhead of the Steerage. But if they be not built Proof, they may be lined with Cork, and over that broad Paunches or Mats wrought with the Strands of an old Hawſer; and rather theſe, becauſe if a Chance ſhot from a Cannon (when an Enemy lies thwart your Hawſe or under your Counter) happen to pierce through the Bulkheads, theſe will not ſplinter; and if the Wood ſhould ſplinter, the Splinters cannot come through the Lining.

2. Standing Cabbins, built half in the Steerage, *&c.* and half upon Deck, as they are ſeldom thicker than a Deal, are dangerous; for they not only give the Enemy an eaſy Entrance into the Cloſe-quarters, but endanger the Men by Random-ſhot from the oppoſite Quarters; but if that Part upon Deck be Muſquet Proof, they are of Uſe to flank the Bulkheads, eſpecially that of the Steerage, when the Forecaſtle happens to be taken; or to prevent the Enemy's placing Engines of War againſt them, when the Smoke covers them from the Sight of thoſe in the oppoſite Quarters.

3. Decks jetting out far beyond the Bulkheads are inconvenient; they cover the Enemy upon the Rigging while they cut down the Yards; or if that be prevented by the Top-chains, they may cut the ſails from the Yards: The Round-houſe perhaps may be thought a ſufficient Flanker for the Rigging afore, and on the Main-maſt; but it alſo may be thought as neceſſary to have as many Flankers to a

Place

Place as poſſible: And they in the Round-houſe may have their Hands full, while thoſe in the Steerage are at Leiſure to clear the Rigging, beſides it may be convenient for them to quit their Quarters.

4. If the Bulkhead of the great Cabbin be well fortified, it may be of ſingular Uſe; for though the Enemy may force the Steerage, yet when they unexpectedly meet with another Barricade, and from thence a warm Reception by the Small Arms, they will be thrown into great Confuſion, and a Cannon ready loaded with Caſe-ſhot will do great Execution; but if this ſhould not altogether anſwer the Purpoſe, it will oblige the Enemy to pay the dearer for their Conqueſt: For the Steerage may hold out the longer, and the Men will be the bolder in defending it, knowing they have a Place to retire unto, and where they may capitulate for good Quarter at the laſt Extremity.

5. Cloſe-quarters are generally illuminated from aloft, but the Leaves or Shutters belonging thereto muſt be as ſtrong as the Bulkheads; and thoſe Leaves made to ſwing upon Hinges, and claſp up againſt the Deck, may perhaps be moſt convenient.

6. Scores in the Leaves of the Forecaſtle, ought to be ſo cut for the Cables, as to prevent Danger from the Anchors, if the Stoppers and Shank-painters ſhould be cut or ſhot; which may be done, if the Score be cut about the Middle of the Leaf, in that Side next the Deck when ſhut, and as high as the Windlaſs; and when the Leaves are down and the Cables in Pieces may be made to fit the vacant Places and Bar, ſo that the Enemy can have no Advantage. The Score being thus cut, a Stopper may be clapt on below, and all apparent Danger prevented. Another advantage ariſes, for now you may let go the Anchor, without opening the Leaves (when Occaſion requires) by opening one of the Bow-Ports, and cutting away the Stopper and Shank-painter; and ſo by bringing up upon a Leeward Tide, may ſave your Ship without fighting. There is ſtill another Advantage, that is, when a Ship is riding upon the Coaſt in the Night, the Leaf may be let down and the Cloſe-quarters ſecure againſt any Surprize the Enemy ſhall attempt.

7. A Ship lying thwart Hawſe, and firing in at the Stern, is of dangerous Conſequence; each Shot paſſing the great Cabbin, Steerage and Forecaſtle, rakes the Ship, and beats down the Bulkhead: Wherefore it would be very neceſſary to have (both at the Bow and Counter) Stantions, two Feet Diſtance from each other, and between theſe and the Bow or Counter, Old Junk, Plats, Swabs, Beds, &c. leaving Room only to traverſe the Chace Guns: Ships thus fortified make the men keep their Poſts with Courage, manage well their Chace Guns with Partridge; and thereby make great Havock among the Enemy.

8. The Decks are in more Danger of being cut up, than expoſed to the Enemy's Cannon, wherefore Bars of Iron may be let into each Plank to ſtrengthen them; or if theſe make the Plank Iron ſick, you may raiſe Coamings upon the Quarter-deck almoſt as far aft as the Mizen, and thoſe may be laid with Gratings, or Hatches, if ſhort of Hands; they ought to be pretty thick; the Coamings about a Foot high, and made of good Oak. The ſame Care muſt be taken of the Deck over the Forecaſtle, and if over the Poop it would not be amiſs; an Hatch there eight Square, and about five feet Diameter, would be of great Importance in an Engagement when the Smoke is thick, ſo that the Men cannot ſee the Enemy cutting up their Decks from the Quarters deſigned to ſlank the Place. They will alſo be of ſingular Uſe to ſlank the Rigging.

9. Leaves, Muſquet-Proof, muſt be fitted for the great Cabbin and Round-houſe Windows, and it is better if they are made to ſwing upon Hinges; for when the Enemy is on Board the Quarter, they may toſs in Hand Granadoes, &c. ſo as to deſtroy or drive the Men out of thoſe Quarters.

10. Loop-holes muſt be made to theſe Bulk-heads, Sides, Stern, and Coamings, to put out Muſquets, in Order to clear the Deck, Quarters, and Chains; and theſe ought to have their Diameter leſs than an Hand-Granadoe, leſt the Enemy find Means to toſs thoſe deſtructive Engines through them, which may do more Miſchief than their Cannon or Small Arms. In each Bulkhead it is neceſſary to have two Tires; the uppermoſt about four Foot and an Half high,

and

and the lowermoſt two Foot and an Half, that if the Enemy lurk cloſe to the Bulkheads, deſigning to wedge your Ports, or cut your Bulkheads, when the Decks are full of Smoke, or the Forecaſtle taken, you may force them away. Some of the upper Tire ſhould be cut ſloping to flank the Rigging, and others next the Side obliquely to command the Wake of the Capſton or Main-maſt out of the Steerage, and Mizen Maſt out of the Round houſe: And it is neceſſary to have a ſmall Hole cut out of the Forecaſtle to command the Fore-maſt; for if once your Enemy finds Covert, he there views the Poſture of your Ship, and does more Prejudice than can be readily imagined. Some ſhould be cut in the Quarters, to fire at an Enemy along-ſide; if the Ship be lofty, theſe ſhould be cut ſloping to the Water; if low, cut them parallel, or rather elevated. In order to flank the Deck and Rigging, ſome ſhould be cut in the Coamings alſo; and thoſe that direct thwart the Ship, ſhould be ſo much ſloping as to command the Yard, that the Enemy cut not the Gaſkets or Robins. You muſt alſo cut ſome in the Leaves of the Great Cabbin, Round-houſe Windows, and Fore-peak, ſome ſloping and ſome parallel, as ſome well-regulated Judgment ſhall direct.

11. If the Number of Loop-holes exceed the Number of Men, it is very neceſſary to have Plates of Iron to ſlide before thoſe that are leaſt uſeful or moſt ſuſpected. Thoſe in the Leaves of the great Cabbin need none; nor the lower Tire in the Bulkhead, which will ſerve to let in Light enough to ſee to charge a Muſquet; if not, Candles muſt be ſupplied.

12. But inſtead of theſe Iron Plates it will be much preferable to have Rolls fitted in the Bulkheads, Quarters, and Coamings, after the Manner of that in the Steerage for the Whipſtaff, and through theſe let the Loop-holes be cut; and when there is no Occaſion for them, they may be turned, the Holes covered, the Charge of Plate ſpared, and the Danger that may happen by open Loop-holes prevented: Into one of theſe Rolls a Man may put his Muſquet, turn it about 'till he ſpies an Enemy, diſcharge his Piece, and turn the Roll again without damage, though the Enemy be before the

the Hole, and ready to fire into your Quarters; which he would eaſily do, if he ſhould ſpy you lifting up the Plate before-mentioned.

The Situation of theſe Rolls are different, and may be diſpoſed as the Maſter ſhall think fit; but for the moſt Part, thoſe in the upper Tire of the Bulkheads, and thwart Pieces of the Coaming, muſt be parallel to the Deck, that they may be turned aloft to flank the Rigging: And thoſe in the lower Tire of the Bulkheads, and in the Parts of the Coamings that go fore and aft, muſt ſtand perpendicular to the Decks; the Holes in the Roll muſt be cut long, that a Muſquet may be mounted in thoſe that ſtand perpendicular, and traverſed from Side to Side in thoſe that are parallel: Loop-holes muſt be cut large, elſe you cannot traverſe your Muſquet, and if too large, they are expoſed to Granadoes, both which are remedied by Rolls.

13. A ſhip that carries but few Guns, requires the Ports to be cut to the greateſt Advantage, and may be as follows, *viz.* let the Foremaſt Ports on each Side in the Steerage and Round-houſe, and aftermoſt in the Forecaſtle be cut as near the Bulkheads as poſſible, leaving but juſt Room to traverſe the Guns; likewiſe let a Port on each Side be cut through theſe Bulkheads, that the Guns may eaſily be turned from the Sides to the Bulkheads: Alſo in the great Cabbin and Round-houſe on each Side, let a Port be cut near the Counter; let two alſo be cut out of the great Cabbin, and as many out of the Round-houſe through the Stern, that your aftermoſt Guns may with Expedition be made your Stern Chace: Thus the Stern of a Ship of eight Guns may be made of equal Force with her Broadſide. Then let your foremoſt Ports in the Forecaſtle be cut cloſe forward, that they may be ſerviceable if a Privateer be either along-ſide or thwart your Fore-foot.

14. The Ports muſt turn free upon the Hinges, as thick and ſtrong as may be, with good Port Ropes, in which muſt be put between Strands a Piece of Stick, to keep the Port, when up, from coming too near the Side, that it may not catch.

15. But beſides theſe Ports without, it is abſolutely neceſſary to have ſome defenſive Ports within, for ſhould a Port

Port be ſhot away, and the Enemy board you, it may prove fatal. They are alſo uſeful whilſt the Enemy is on Board your Ship; for if a Port be occaſionally hauled up, an Enemy (if at Hand) may wedge it, and with Hand-Granadoes bring thoſe Quarters to the laſt Extremity. Beſides when the Enemy is on Board, the Fight dubious, and your Ports jammed, fire them away into the Enemy with a Bag of Partridge, and a doubled Shot; and then when you pleaſe you may diſcharge your Cannon, and down with your defenſive Ports, which will keep out Hand-Granadoes, *&c.*

16. In ſallying, the Men may be forced to retreat into their Quarters, with the Enemy at their Heels, ſo that they cannot ſhut the Doors; it would therefore be neceſſary to have a Door in Manner of a Portcullis, to fall down and catch in two Snatches at the Step fixt with Springs; and this kind of Door may be made of Wood, lined next the Deck with Tin, ſtuck full of ſharp Nails, and a ponderous Lump of Lead at the lower End, to make it fall with Violence; it may be ſo contrived, that the proper Doors may ſhut over it.

17. The Forecaſtle flanks the Round-houſe; if that therefore be wanting, it is plain the Round-houſe is expoſed (after the Granadoes, *&c.* are ſprung) defenceleſs to the Enemy: Some Proviſion then ought to be made to ſecure ſo important a Place, and which (perhaps) cannot be better flanked, than by high Coamings, as directed by *Art.* 8 and 10. If the Round-houſe be wanting, and the Ship ſteer cloſe, the Companion ought to be Muſquet-Proof, and fenced againſt Pole-Axes with Iron Bars: This with Loop-holes will command the Quarter Deck, if there be no Forecaſtle, or when that happens to be taken; yet for all this Coamings ought not to be neglected. A Ship that hath no Forecaſtle, ought to have Coamings to the Fore-hatches, and Loop-holes cut in them, to command the Wake of the Boat, which will cover the Enemy from Abaft, while they cut up the Deck: In a Veſſel well loaded, cutting up the Deck before, will be of no Advantage to them; but if light they may come aft, and force or blow up your Quarters.

18. Having

18. Having thus fixt the cloſe Quarters, it is neceſſary that the Men have Convenience of Communication one with another, that if Occaſion require they may diſpatch mutual Aſſiſtance; or if one of their Quarters be forced, thoſe may retire to that which holds out, thereby to aſſiſt and maintain the Fight, or capitulate for Quarters, and this may be done by Scuttles cut through the Decks; but it has been objected, that Scuttles (eſpecially that out of the Forecaſtle) are Encouragements for Cowardice; that having no ſuch Convenience, the Men are more reſolute, becauſe they muſt fight, die, or be taken. Now if they muſt fight or die, it is highly unreaſonable, and as cruel to leave Men to be cut in Pieces, when they are able to defend their Poſts no longer, and in this Caſe the Fate of the Hero and the Coward is alike; and if it is to Fight or be taken, the Gallant will hold out to the laſt, while the Coward (if the Danger runs high) ſurrenders as ſoon as Quarters are offered; and now if there be a Scuttle, the Menace of the Enemy will make the leſs Impreſſion on their Minds, and they will ſtand out the longer, when they know they can retire from the Fury of the Enemy, in Caſe they force their Quarters: Mr. *Park* cloſes Section 21, Part 1, thus: "In "ſhort, it will be as great a Blemiſh in a Commander's "Politics, to leave Cowards without a Scuttle, as it will "be Ingratitude to leave gallant Men to be cut to Pieces." Hence it appears that Scuttles are abſolutely neceſſary, and may be cut after the following Manner. 1ſt, Let one be cut out of the Round-houſe into the great Cabbin. 2d, One out of the great Cabbin into the Gun-room. 3d, One out of the Forecaſtle into the lower Deck; and if the Ship be full, let a Trench be made fore and aft, as Neceſſity requires; but if ſhe be light, the Men muſt remain near the Scuttle to defend it, after they have left the Forecaſtle: And though the Place be open to an Enemy, when down, yet being dark to thoſe that come out of the Air, the Defendants may take them off at Pleaſure before they recover their Sight. However, if any Danger threaten, by being open to the Enemy, a Bulkhead may be run up from Side to Side ſo near the Scuttle, that with a Javelin or Half-

pike

pike they may deſtroy each Man as he comes down, beſides large Loop holes may be made, and good Store of Hand-Granadoes left to toſs through them, if the Enemy preſs down faſt: And in Order to prevent the Enemy from cutting up the Decks over your Heads, Loop-holes through the Coamings of the Fore-hatches are ſufficient.

19. To the managing the Sails, much is owing for a Victory, or an honourable Retreat: Now in a Ship well manned, they may be able to keep their Decks, receive the Enemy upon the Edge of their Cutlaſſes, and need not alter their running Rigging: But for Ships indifferently manned, it is neceſſary to get their Rigging; that is, the Braces, Bow-Lines, Tacks, Sheets, Fore-clue-garnets) into cloſe Quarters, as well for Command of the Sails as Preſervation of the Men; and then it is evident the Ship may be tacked, if the Clues of the Courſes run clear of the Shrouds, the only Thing in Danger of coming foul. To prevent this, the Clue garnet-blocks may be carried further out, and when the Ship is going to tack, ſhe may be hauled tort, which will make them traverſe clear of the Shrouds, and when the Yard is about they may be let go, and the Tacks get down as cloſe as poſſible. The only Way to accompliſh this, is to reeve the Fore-tacks in at the Hawſe; the Fore-bow-lines, and Fore-top-bow-lines, through the Fore-peak; the Fore-braces, and Fore top-ſail-braces, through the Gratings over the Hearth; and the Fore-clue-garnet-fall in at the Foremoſt Port, or rather in at a Loop-hole in the Chains, it being firſt reeved through a Block ſeized to the chains: The Main-bow-lines, Main-top bow-lines and Main-tacks muſt come into the Forecaſtle, which latter muſt come in through a Loop-hole in the Fore-chains. The Main-top-ſail-braces, Main-ſheets, Mizen-top-ſail bow-lines and Braces, with the Croſs-jack-braces muſt come into the Steerage: The Fore-ſheet may be brought either into the Forecaſtle or Steerage, and the Main-braces by the Main-top-bow-line, that the Men may brace about the Yard, and be at Hand to get the Tacks Abroad, &c. upon the Forecaſtle; but becauſe half the Men or more are in the Quarters abaft, it will be neceſſary for both to be in the Steerage,

Steerage, the Braces coming through a Hole close aft in the Quarter, and the Sheet more forward; in both the Holes must be Sheaves, that they may run briskly and free. But it may be objected, that if an Enemy be suspected to be coming on Board, the Courses ought to be furled in Time; for the Enemy's Men upon the Fore shrouds are by the Main-sail covered from Abaft; likewise the same Sails cover them, mounting the Mizen-shrouds from the Forecastle: And if they get upon the Yards, and cut the Robins and Earings, the Sails falling down will cover them while they cut the Decks up, *&c.* In Answer hereunto, this Conduct is not adviseable in little Wind and smooth Water; though then so much of your Running Rigging as is necessary for the managing your Top-sails, ought to be taken into Close-Quarters, to veer your Ship, if the Enemy persist and Board you.

But when the Winds blow fresh, and there is a Swell, by crowding you then render it difficult, if not impracticable for the Enemy to Board you, and at such a Time tacking may be necessary: By the Way, have great Regard to the Masts and Yards. It perhaps may not be amiss, if the Master practised (when Occasion serves) to tack his Ship in close Quarters, when he has Sea-room enough, in Order to render his Men more dextrous against a real Occasion.

The CONDUCT *to be used in* CHACING.

I. *A Merchant-Ship is to make the best of his Way from an Enemy.*

THOUGH a Ship be well supplied with, and fitted for a close Fight, yet a Merchant Commander is not obliged to fight, if he can with Safety shun it: For a Merchant Ship is not sent to Sea to annoy the Enemy, by venturing his Cargo; but to increase the Trade of the Nation, the Public Revenues, and employ the Poor; therefore whenever he can depart from an Enemy without the Hazard of a Battle, it

it is Prudence ſo to do; and if he ſhould be chaced, he ought to embrace every Advantage that can be taken, either by Wind or Tide.

II. *The Enemy being in Wind's Eye, it is beſt for a Three Maſt Veſſel to ſail Quartering.*

THE Ship chaced having the Liberty of chuſing her Courſe, may ſteer how ſhe pleaſes; but the Maſter in making his Choice, is to pitch upon that which anſwers beſt, which is to prolong the Time that the Night may cover his Eſcape, or he may meet with a Friend to reſcue him; and the beſt Way to effect this, is to ſail right before the Wind, or Quartering, according as the Veſſel is rigged. If a Ship has three Maſts it is beſt to ſail Quartering, becauſe experimentally it is found, the ſwifteſt Motion a Ship can make through the Sea, is, when all the Sails draw, and if the Enemy is obliged to go right before the Wind to come up with the Chace, then he can only have Part of his Sails drawing, which is not above half the Canvas; while the Chace quartering has all hers.

But ſuppoſe the Enemy ſails Quartering alſo? Well, then he will keep a parallel Courſe with the Chace; or rather his Courſe will incline to the Windward, becauſe his Yards being (as moſt Privateers are) ſquarer than Merchantmen, he muſt bring the Wind more Points upon the Quarter, that all the Sails may draw; and if he purſues this Method, he muſt at laſt bear down to the Leeward before the Wind into her Wake.

III. *A Ketch ſails beſt right before the Wind.*

THE Reaſon is, becauſe the Maſt of a Ketch has a greater Proportion to her Hull than the Main-maſt of a Three Maſt Veſſel; the ſame may be ſaid of the Squareneſs of their Sails; and the Main-ſail and Main-top-ſail being larger in Proportion, gives her more Way through the Sea.

IV. *The Enemy to Windward, what Conduct the Chace muſt uſe to get to Windward.*

SUPPOSE the Enemy directly to Windward, the Chace muſt then firſt ſail Quartering; if the Enemy bear down before the Wind, then ſhe may gradually bring the Wind forward, 'till it is upon the Beam; and if the Enemy ſtill bears for your Wake, luff as he gains it, 'till you are hauled ſharp, and he in your Wake; then make the beſt of your Way to Windward. Here you muſt be cautious of Tacking; for if you be but a little Weatherly, and you ſtand with your Larboard, and he with the Starboard Tacks Aboard, you will give him the Opportunity, if not of Weathering, at leaſt of getting within Shot of you; and the Conſequence of that may be the Loſs of a Yard or Maſt.

But if the Enemy ſteer Quartering, or inclining to Windward of the Chace, then if he out-ſails you, and is far upon the Quarter, bear away and get the Wake upon the other Quarter; if the Enemy keep his Courſe deſigning for your Wake, gradually bring too, and try if you can get to the Windward upon that Tack; perhaps ſome will think it beſt (perceiving ſuch Conduct in the Enemy) to ſail Quartering, or before the Wind, becauſe it is to be ſuppoſed the Enemy will bring the Wind upon the other Quarter when you do; if he ſhould not, you may perhaps be favoured with an Opportunity of getting to Windward.

V. *The Chace to Windward, and ply to Windward.*

UNDER this Head, the Chace muſt be conſidered directly in the Wind's Eye, or but ſome Points to the Windward.

If the Chace and Enemy be under the firſt Poſition, and the Chace ſtand away with her Larboard Tacks on Board cloſe hauled, it is evident that the Enemy cannot lie in her Wake; and it may be aſſured that this Conduct will be to keep a parallel Courſe, or ſail with his contrary Tacks on Board

Board 'till he fetch her Wake. Under both theſe Courſes we will conſider him ſteering for the Chace.

1. Suppoſe at firſt Sight of the Enemy, the Chace cling cloſe upon a Wind, with her Larboard Tacks on Board. Then ſuppoſe the Enemy ſteer away with his Starboard Tacks on Board, deſigning to fetch the Chace's Wake. In this Caſe Tacking ſignifies nothing, there being Sea-Room enough and no Currents; for imagine the Ship to ſail as faſt upon one Tack as upon the other, ſhe will not make the Chace longer, but rather ſhorten it: For each Time a Ship tacks, ſhe loſes ſo much Way as ſhe will run Knots in the Time of Tacking; beſides a Ship does not recover her Way as ſoon as ſhe is about. In not Tacking, this Diſadvantage is not only removed, but you are in the Way of ſeveral conſiderable Advantages; for ſhould a Calm happen, the Chace is ſo much the farther from the Enemy, if the Wind ſhould come about after it; likewiſe if the Weather ſhould prove thick, or Night come on, ſhe would loſe Sight of him the ſooner. Laſtly, juſt as the Enemy is in the Chace's Wake, ſhe may bear away a Point from the Wind; this may not be preſently minded by the Enemy, who will keep his Looſ, and ſo the Chace will encreaſe her Diſtance; and ſhould the Enemy perceive it, he will not be much better for the Diſcovery, becauſe, being to Leeward of the Chace's Wake, he muſt ſail cloſe hauled to fetch her, while ſhe ſteers a Point from the Wind.

2. But ſhould the Enemy keep a parallel Courſe with the Chace, then the Maſter's Conduct will be to tack immediately, that he may be in the way of the above-mentioned Advantages; and if the Enemy tacks as ſoon as the Chace is about, and fetches upon her, then you muſt prepare for a Fight, and diſcharge your Duty to your Country.

VI. *The Enemy ſome Points to Leeward.*

IF the Chace be ſome Points to Windward of the Enemy, ſuppoſe five; if the Chace under this Poſition deſigns to ply to Windward, ſhe may ſail upon either Tack, there is

no Difference, unleſs ſhe ſail better on one Tack than the other, which get on Board.

VII. *The Enemy to Leeward, the Conduct the Chace muſt uſe to get to Leeward.*

IF the Chace deſigns to bear away Quartering, thinking by this Means to wrong the Enemy, it ought not to be done, 'till the Enemy has the Chace's Wake; for if the Helm be a Weather, before the Enemy is in your Wake, he will ſtand thwart your Fore-foot, and be the ſooner within Cannon Shot; and when the Enemy is in your Wake, if you bear down at once, he may be within Shot before you get to Leeward; therefore it is (probably) the beſt Conduct not to bear away Quartering till you have wheedled the Enemy into your Wake, with the Wind upon the Beam.

VIII. *The Enemy with Chace making a Right-Angle with the Wind.*

CAptain *Robert Park*, (to whoſe ingenious Performance I am obliged for this Part of the *Vade-Mecum*,) in Page 84, Sect. 9, demonſtrates the Diſadvantages that will attend the Chace in looſing and bearing away before the Wind; and eſteems it the beſt Conduct to ſail Quartering with all her Canvas juſt drawing; for then if the Enemy ſail Quartering with all his Canvas drawing he keeps a parallel Courſe with the Chace, and muſt at length ſail with the Wind upon the Beam, to come cloſe with the Chace; or elſe the Enemy muſt ſail with the Wind upon the Beam, to fetch the Wake of the Chace, which will prolong Time; for the Chace increaſing in her Motion before the Enemy is in her Wake, will gain conſiderably; but for Coaſters that have not Sea-Room enough, it (perhaps) may not be ſo neceſſary to make uſe of the Advantage above-mentioned.

IX. The

IX. *The Enemy in the Wind's Eye, and a Current ſetting to Leeward.*

IT is diligently to be conſidered on what Point of the Compaſs the Tide ſets, and whether the Enemy be to Windward or Leeward of the Chace; if he happens to be directly in the Wind's Eye, and the Tide ſet to Leeward, the Chace may ſteer away before the Wind and Tide, or Quartering, as Experience ſhall direct him for the ſafeſt Courſe. It is certain that by ſailing Quartering, the Ship receives Advantage from all her Sails drawing, alſo from the Tide being upon her Quarter; but whether the Advantage ariſing from all her Sails drawing, be greater than the Advantage of going right before the Tide, is a Queſtion that muſt depend upon Circumſtances.

Concerning the Motion of a Ship in a Current, three Things are to be conſidered: Firſt, the apparent Motion of a Ship, cauſed only by the Wind or Oars, which Mr. *Norwood* calls the Simple Motion: Secondly, the Motion of the Current; and laſtly, the Compound Motion made by the two former, which may be thus explained: Suppoſe a Boat about to row acroſs a River three Miles over, and it would take her an Hour to croſs it, by Rowing, Sailing, *&c.* Alſo ſuppoſe the Tide in the River to run equally two Miles an Hour. It is plain, if the Boat be no Way affected by Oars, Wind, &c. ſhe would be carried two Miles down the River, by the Tide, in an Hour. It is alſo plain, if there were no Tide, the Boat could row directly over in an Hour. Again, ſuppoſe the Tide runs, and the River lies directly North, and the Boat ſteers directly Eaſt, or keeps her Head and Stern perpendicular to the Banks of the River, it is evident ſhe would be proportionably affected by the Tide and Face that carries her over, and would land juſt two Miles lower than the oppoſite Place ſhe ſet out from.

It may be obſerved, that if the Wind blows with a Tide or Current, it accelerates it; but if it blows againſt the Tide, it retards it.

X. *The Wind and Tide making an Angle, and the Enemy to Windward.*

THE Enemy directly in the Wind's Eye, and the Tide making an Angle with the Wind, and running to Leeward.

Under this Poſition, it is indiſputably the beſt of the Chace's Conduct to ſail Quartering with the Tide right a-Stern, if the Angle be but three Points or thereabouts; but when it is more than ſix Points, it is the Chace's beſt Conduct to keep the Tide upon the Lee-quarter, and thus the Enemy can have no Advantage; for if he bears down afore the Wind for her Wake, he will have the Tide farther forward, and ſo the Chace will receive the greateſt Benefit from that, and if he ſtands away Quartering, at laſt he muſt bear down before the Wind to gain her Wake.

XI. *The Wind making a Right-angle with the Tide, and the Enemy to Windward.*

IF the Wind blows croſs the Tide, and the Enemy directly in the Wind's Eye, and the Chace deſigns to ſail to Leeward, the beſt Courſe ſhe can ſteer is with the Wind upon one Quarter, and the Tide upon the other; for if the Tide be brought upon the Weather-Bow, the Ship will not go ſo faſt through the Water as when it is upon the Lee-quarter; and ſhould the Enemy come before the Wind into the Chace's Wake, while ſhe is ſailing Quartering with the Tide upon her Bow, he would not receive ſo great a Check from the Tide upon his Beam, as the other does from it upon the Bow; and ſo conſequently he will be in her Wake ſooner; neither will the Enemy receive ſuch Advantage from the Tide upon his Beam, as the Chace ſhall from it, upon her Quarter; and therefore he will be longer in gaining her Wake, when the Chace ſails with the Wind and Tide upon different Quarters.

XII. *Under the laſt Poſition, the Chace attempting to get to Windward.*

IF the Chace in the Poſition, mentioned in the laſt Article, would go to Windward, ſhe muſt firſt go Quartering

tering with the Tide before the Beam, until the Enemy is in her Wake; then ſhe may bring the Wind a Point or two more forward, and ſo luff at Diſcretion, till ſhe can haul cloſe upon a Bow-line, and by Degrees drill the Enemy wholly to the Leeward: Then, if the Tide run hot, he may, as ſoon as ſhe is in the Eye of the Tide, let drop her Anchor, and ride till the Tide be done, or the Enemy gone. The Reaſon for bringing the Wind upon this Quarter is becauſe you can gain the Tide of your Enemy; for ſhould you attempt it the other Way, the Enemy may come down before the Tide (with the Wind upon the Beam) upon you while you are looſing. But once for all (ſays Mr *Park*) I eſteem it high Imprudence for a Maſter to attempt getting to Windward of the Enemy, unleſs his Ship ſails indifferently well large, and better by far upon a Bow-line.

XIII. *The Chace and Enemy making a Right angle with the Wind, and the Tide running directly to Leeward.*

IF a Ship goes faſter with the Wind and Tide upon the Quarter than before the Wind and Tide, it is beſt ſailing Quartering; but if ſhe ſails faſter before the Wind and Tide, than with both upon the Quarter, it is then beſt ſailing between two Sheets: For if the Chace ſail away before the Wind, the Enemy muſt keep a parallel Courſe, or ſteer Quartering, or with the Wind juſt abaft the Beam, for her Wake, which will prolong Time; if ſailing before the Wind and Tide be the ſwifteſt Motion: But if ſailing with the Wind and Tide upon the Quarter be the ſwifteſt Motion, and the Chace ſails ſo, the Enemy muſt gain her Wake before ſhe can ſail ſo, which will prolong Time; or the Enemy muſt ſteer a parallel Courſe, and at laſt alter that to come up with her.

But it not being certain which of theſe is the beſt Conduct, the Chace had better ſail away with the Wind upon the Beam; and it may (perhaps) be found a Piece of Imprudence to haul ſharp.

XIV. *Suppoſe*

XIV. *Suppoſe the Tide ſets from the Chace to the Enemy and the Wind.*

IN this Caſe, as well as in ſeveral others, the Conduct of the Enemy turns the Methods which the Chace deſigns for her Advantage, to her Ruin; therefore, before the Maſter tries to take any Advantage, he muſt weigh every Circumſtance, and conſider whether any Thing of bad Conſequence may offer by an Alteration of the Enemy's Conduct.

Suppoſe the Wind blows due South, the Tide ſets due Eaſt, and the Chace due Weſt from the Enemy, could then the Chace get four Points to Windward of the Enemy, ſhe might give him the Slip, by prolonging the Chace; but in performing that, ſhe may be made a Prize before it is accompliſhed; for if the Chace bring too, and ſteer cloſe hauled North Weſterly, within 5 ½ Points of the Wind, the Enemy may alſo ſteer North Weſterly Laſking. This Conduct is alſo attended with another Diſadvantage, for ſhe receives the Tide upon her Lee-bow, which holds her up to the Windward, and though it makes her gain Weatherly, yet it ſhortens her Compound-Motion, whereas the Enemy ſteering Laſking as above, with a ſlown Sheet, does not receive ſuch a Check from the Tide as the Chace, and conſequently ſhortens the Way; for receiving the Tide farther forward than the Chace, and the Wind more aft, ſhe goes faſter through the Water. This may be evident by putting a Wedge in the Water, and faſtening a String to the acute End, put the Wedge in a pretty ſtrong Tide-way, and a ſmall Piece of Twine will ride it; make faſt another Piece of Twine to the great End of the Wedge, and draw it ſloping upon the Stream, you will find the Stream ſenſibly increaſe; and the more ſloping it comes, the more the Strain will increaſe, 'till it break the Twine, or come thwart the Stream. The Application is plain, for the Chace receives more of the Tide upon her Broadſide than the Enemy, and conſequently is more preſſed towards the North.

The

The ſame Reaſon is to be alledged againſt ſailing Quartering, for then the Chace has the Tide preſſing three Points before the Beam upon her Broadſide, whereas if the Enemy ſail with the Wind a Point or two abaft the Beam, he ſhortens the Time of gaining the Chace's Wake, by having the Tide almoſt right a-head, and conſequently he will be the ſooner up with her.

Wherefore, to prevent both theſe, it is beſt ſteering with the Wind upon the Beam; and by keeping in this Poſition, the Chace has the Advantage, if it ſhould prove calm, by being directly to Tideward, or in the Eye of the Tide.

XV. *But admit the Tide ſets from the Enemy to the Chace.*

IN this Caſe it is beſt ſailing Quartering; for if you ſail away with the Wind upon the Beam, the Enemy will be in your Wake, ſo that if it ſhould prove calm, he may tow away before the Tide for you; and if the Wind continue, all you can get is by ſailing, and as for hauling cloſe upon a Wind, that is rejected before, and the Tide ſetting from the Enemy to the Chace, removes not thoſe Diſadvantages; neither will the Chace have better Fortune in ſailing before the Wind, for then the Enemy will ſhorten his Way by Quartering with the Tide upon one Quarter, and the Wind upon the other, which is (perhaps) the quickeſt Motion in a Tide-way, except Quartering before the Tide; whereas if the Chace ſail Quartering, ſhe has an Advantage of the Wind and Tide laſt mentioned: then if the Enemy comes before the Tide with the Wind upon the Beam, he will, (perhaps ſome will ſay) by the Favour of the Tide, recover the Diſadvantage of the Sails, and ſo ſhortly gain the Chace's Wake; but whether that will be equivalent to the Circumſtance taken, is left for the Mariner to determine; and as for his ſteering directly for the Chace, that will not be ſo quick a Motion as having all the Sails juſt drawing, and the Tide upon the Lee-quarter.

XVI. The

XVI. *The Enemy to Leeward, and the Tide ſetting to Windward.*

IN this Caſe it is plain the Chace muſt ply to Windward, unleſs the Maſter deſigns to try the Fortune of a Battle. In doing this, Care muſt be taken to keep in the beſt of the Tide, and not to ſtand into Eddies and Counter-Tides; and when the Tide is done, Care muſt be taken to bring up in Time, unleſs a Counter-Tide, the Wake of ſome Sand or Point of Land favour the Chace, or by being of a ſmall Draught of Water, ſhe may work to the Windward cloſe in with the Land.

XVII. *The Enemy to Leeward upon a Leeward Tide.*

AT firſt Sight of the Enemy, the Chace muſt bring up and ride till the Tide be done, unleſs the Opportunities mentioned in the laſt preſent themſelves.

XVIII. *The Wind three or four Points off Shore, the Enemy to Leeward, and a Leeward Tide.*

IT is evident, that neither the Chace nor the Enemy can lie along Shore; and if they ſtand cloſe hauled, and the Tide as we ſuppoſe, ſets along Shore, they receive it on their Weather Bows, and are hurried off to Sea. What Advantage it will be for a Ship to put from the Land with an Enemy in Chace, let the Maſter judge, who is beſt acquainted with the Condition of his Veſſel upon the Coaſt, and the Mutation of the Weather, &c. What will be the Conſequence of bringing up, we will here examine.

Suppoſe the Tide ſet parallel to the Coaſt, the Wind blowing about three Points off Shore, the Enemy four Miles and an Half to the Leeward of the Chace, and both along Shore; then, if the Enemy lie within 5 ½ Points of the Wind, he receives the Tide upon his Weather-Bow, and the Point he makes his Way good upon, is not eaſily known; for if there be but little Wind, the Way is more Leewardly than with

with a briſk Gale: However, ſuppoſe he makes his Way good within ſeven Points of the Wind, if he ſtand ſtill with his other Tacks Aboard, he can fetch the Chace; he muſt not put about, until he is ſo far in the Offing, that he will not be able to diſcern the Chace cloſe under the Land, who may trip her Anchor and drive, while the Enemy is ſtanding off, then veer, and run cloſe along Shore Quartering; by that Time the Enemy is ſo far in, (as to ſee the Roader, had he not weighed) the Chace will be out of Sight, and perhaps under the Covert of ſome Fort, &c.

But ſome perhaps will ſay, the Chace had better, at ſuch a Juncture, work to Windward; for by ſuch a Conduct he prolongs the Chace, whereas this Stratagem of bringing up and then veering, is dangerous; for ſhould the Enemy eſpy you when your Canvas is ſpread, he will have you Laſking.

It is granted, that in working to Windward, the Chace may prolong her Time, if ſhe might ſtand off ſo far as the Enemy, without any apparent Danger; but the Inconveniences mentioned, confines the Chace to work under the Land, where the Tide runs ſtrongeſt; when the Enemy makes long Boards out in the Offing, where the Tide favours him, and ſo conſequently he will be the ſooner up with the Chace.

And as for the Enemy's ſeeing you, that is a Bugbear; for he being far in the Offing under the Land, it appears hazy to him; but what if he does ſee the Chace, he being at a conſiderable Diſtance, muſt come in with the Wind upon the Beam, while the Chace ſails along Shore Quartering; and when the Tide is turned, the Chace will have a double Advantage, for ſhe going along the Shore Quartering, ſtems it, when the Enemy receives it upon Lee Bow, having the Wind a Point before the Beam.

Notwithſtanding all which, it is adviſeable that the Maſter conſult the Strength of the Tide, and then direct himſelf according to Judgment.

XIX. *The Wind three Points out of the Sea, a Leeward Tide and a Leeward Enemy.*

IN this Caſe the Chace cannot have the Opportunity of giving the Enemy the Slip when he ſtands off; becauſe if ſhe

ſhe bears away, when the Enemy ſtands off ſhe muſt run between him and the Land, and ſo he will have a better Opportunity of ſeeing her; or if he ſhould not before he tacks, yet then ſtanding up to the Chace, ſhe will ſcarce be far enough to the Leeward, by that Time he is in with the Land, ſo that if the Chace cannot work under the Land, nor dare to venture off; all that can be ſaid, is to prepare for a Fight, and give the Enemy a warm Reception; but not bear away 'till you are ſure the Enemy will weather you.

XX. *Advantages may be taken where there is an Alteration of Tide.*

IN ſome Places the Tide runs different in the Space of a Mile or two, as between the *Suffolk* Coaſt and the Coaſt of *Holland* and *Zealand*; as upon the latter the Floods ſets to the Southward, and upon the former to the Northward; ſo that in a Chace half Seas over, a prodigious Advantage may be taken by an experienced Coaſter.

Likewiſe in moſt Places, the Tides run longer in the Offing than cloſe in with the Shore, alſo the Indraughts before Rivers after the true Set of the Tide; as between *Orfordneſs* and the *North Foreland*, before the *Humber*, *&c.*

All which ought to be ſeriouſly conſidered by the Maſter, whoſe Duty it is to know the true Set of the Tide, where it alters, and at what Time, where it runs longeſt, and where it runs ſtrongeſt, *&c.* This Mr. *Park* highly recommends to the Study of young Seamen, and gives them the following neceſſary Inſtructions, for the more ſucceſsful making Experiments, viz. let them prepare a Book in Folio, rule ten Columns on each Leaf; in the firſt ſet the Day of the Month the Experiment was made; in the ſecond, the Moon's Age; in the third, the Time of the Tide; in the fourth, the Name of the Coaſt; in the fifth, the Depth of Water; in the ſixth, the Point of the Compaſs the Tide ſets upon; in the ſeventh, the Knots it runs; in the eighth, the Wind; in the ninth, the bearing of two remarkable Places from the Boat or Ship, when the Experiment was made; in the tenth, how long ſince any great Rains upon the Coaſt, if you can get Information.

XXI. Al-

XXI. *Advantages to be taken among the Shoals.*

WHEN the Chace is among Sands, Rocks, *&c.* and neither Sailing, nor the Advantage of the Currents variouſly ſetting will profit, then may the Maſter (if the Veſſel be of no Draught of Water) work among thoſe Sands and Rocks, and draw the Enemy out of his Knowledge; and if the Stratagem ſhould take, and the Privateer run a ground, without Doubt the Maſter will know what Uſe to make of ſuch an Opportunity.

But if Danger is apparent, the Enemy will not venture to follow the Chace, of which we have had ſeveral Inſtances.

XXII. *How two Veſſels muſt act when chaced.*

THIS is a very copious Subject, for two Veſſels may be in Company, and not able to encounter one Enemy; it is therefore the Conduct of the Maſters ſo to ſhape their Courſes reſpectively (under every Poſition with the Wind and Tide) that one at leaſt may eſcape: But this Branch of the Doctrine of Chacing has not been treated of by any Author I have met with; Captain *Park* having only laid down theſe three general Rules, *viz.*

1. If the Enemy be to Windward, let both go Quartering with the Wind upon their contrary Quarters; and when by the Enemy's Conduct it appears which he will Chace firſt, let the other ſteer away with the Wind upon the Beam; and by that Time the Enemy has taken his Conſort, he will not only be to Windward, but a great Diſtance likewiſe from him.

If the other Veſſel happen to lay the Enemy before his Conſort is taken, the Maſter's beſt Conduct will be to haul upon a Bow-line-tack, and get into the Wind's Eye, that the Enemy may upon neither Tack fetch the Chace.

2. If the Enemy and they make a Right-angle with the Wind, let one go away Quartering, and the other a Point from the Wind: If he chace the Leewardmoſt, let go the Weathermoſt Tack as ſoon as the Enemy is directly to Leeward, and ſtand the other Way to increaſe the Diſtance.

3. If the Enemy be to Leeward, let one ſtand with his Starboard, the other with his Larboard Tacks on Board; and when it is perceived which the Enemy will chace, the other may go a Point from the Wind to increaſe the Diſtance.

DEFENSIVE FIGHTING *in* GENERAL.

I. *The Neceſſity of Merchantmen Fighting.*

IF the Enemy come up with the Chace, notwithſtanding the Maſter's taking all Advantages to be gotten by Wind and Tide, as preſcribed in the preceding Part, he muſt then either fight, run a-ſhore, or ſurrender; and in ſome Caſes it is impoſſible to prevent falling into the Enemy's Hands, as when unprovided they have had the hard Fortune to meet with one greatly ſuperior in Force; unleſs their Reſolution run ſo high, as to be reſolved to die upon the Spot, rather than to bear the Inſults of the Captors, or endure the Miſeries of a Priſon: And when a Merchant Ship cannot otherwiſe well diſcharge herſelf, the Neceſſity of Fighting is evident: for no Man is ſo devoid of Reaſon as not to know that it is his peculiar Intereſt to defend his Property, unleſs he will toil and labour for others, and like the Sheep patiently endure the Sheering of his Fleece: And it is certainly far more tolerable, as well as reputable, to periſh like the Bee in the Hive, than by a cowardly Submiſſion part with the Honey to every Drone, and conſequently left to ſtarve for Want of that he has been working for.

II. *How to prepare all Things for a Fight.*

THE firſt Thing neceſſary is to prepare the Ship for an Engagement, and then quarter the Men, for this ought never to be delayed till the Enemy is coming on Board.

An Officer ought to be in each Quarter to encourage the Men, and excite them to their Duty by an exemplary Bravery: To the Maſter ought to be aſſigned the Round-houſe, as

as the moſt proper Place for him to obſerve the Motions of the Enemy, whereby to govern his own Actions; beſides out of this Place, the Sally is to be made firſt, in which the Maſter ought to be the leading Man, as in the Retreat he ought to be the laſt. If the Ship carry fourteen Hands, he may be allowed three, when the Enemy is on Board; if but twelve, then he muſt have but two; but while the Enemy is cannonading you, he muſt have but one, if there be two Guns on a Side, and none if but one on a Side; for where there are but few Hands, the Maſter muſt turn to the Cannon, and one Man will manage one, ſuch as our Colliers, *&c.* carry in their Round-houſe. In the Steerage muſt be the Gunner, or when the Enemy is in your Wake, in the Great Cabbin, having two Men to each Gun on a Side.

The Forecaſtle falls to the Mate's Share, where he is at Hand to manage the Fore-braces; with him muſt be Men proportionable to thoſe in the Steerage. To each of theſe Quarters muſt be a Boy to fetch Powder. The Buſineſs of the Carpenter is to look after the Ports, that none be prized open, and to be every where looking for Shot Holes, to plug them up; for this Purpoſe he muſt have Shot Plugs in readineſs; for though he dare not venture to ſtop a Shot Hole when Board and Board, yet at a Diſtance he may, either by bearing up or tacking, ſo as the Shot-ſide may be from the Enemy.

Each Man knowing his Poſt, and whither to retire, it is proper next to have the Ammunition divided, and the Share that falls to the Forecaſtle may be ſet forward or before the Cable-Tire, or if a Place was provided before the Maſt under the lower Deck upon the Breaſt-Hook, though never ſo ſmall, it would be very convenient in Caſe the Ship ſhould be Boarded in the Night, when it would be dangerous and almoſt impracticable to get Powder forward, for want of which the Forecaſtle muſt be taken. If a Maſter will not be at this Charge, it would be convenient (for the above-mentioned Reaſons) every Evening as ſoon as the Fire is out, to carry the Powder and Small Arms forward; and that in the Pouch-Barrels muſt be placed before the Cable-Tire.

Every Evening, or at the Sight of an Enemy, the Shutters are to be put up, and the Leaves let down, the Hatches and Gratings laſhed or bolted, and forelocked, this is the Carpenter's Work. He is likewiſe to ſee that all Bars, Bolts, and Hinges of the Doors are in good Condition and move freely; for if they go hard, the Enemy may be on Board before they can be faſtened

In all Quarters muſt be Match ready primed, and in the Night ſome lighted.

There muſt be Water in each Quarter filled on Sight of an Enemy, or every Night. In ſmall Ships, Water Tubs in the Tops are not neceſſary, becauſe no Hands can be ſpared to manage them if there be Occaſion; but for great Merchant-men, it might be convenient, if a Cock was fixed to the Bottom of the Tub, and under that an Hoſe with a braſs Spout fixed to the End near a Yard long, which may be coiled upon the Cat-harpings; and if the Courſes take Fire, it is but turning the Cock and directing the Spout thereunto.

This will not carry the Water to the Topſails, as it will not aſcend higher in the Hoſe than that in the Tub; but an Engine in the Nature of an Hand-pump may ſupply that Defect.

If the Weather is moderate, the Low-yards ought to be ſlung every Night; for if an Enemy ſhould on a ſudden board, or appear near you in the Dark, it would be difficult to find a Man to go up; beſides it would not be prudent to expoſe Men to be cut in Pieces, when the Thing may be prevented without any Danger. And if a Squall ſhould happen, the Yard may be unſlung before it is ready to lower, but Ships ſeldom lower thoſe Yards at Sea. The Mizen-Yard is included among the Long-yards, and ought to be ſlung as well as any of the other; for if the Geers of that Yard be cut, and it run down, the Enemy may carry the After-part over one Quarter, and the Fore-part over the other, and ſo cover themſelves from the Shot of the Fore-caſtle, which is all the Advantage the Enemy promiſes himſelf by cutting down the Main-Yard.

Before

Before you engage, your Top-ſail yards are to be ſtung on Sight of an Enemy, if the Weather be not ſqually.

The Gunner is to take Care, that nothing lies in the Way of the Trucks, and that the Axletrees be ſmeered, for it has been proved, that if one of the Trucks of a Gun be faſt when it is fired, it will ſhoot wide of the Mark. When the Enemy is almoſt within Shot, if it be ſmooth Water, the Guns muſt be looſe in the Tackles, and the Ports knocked open; but if there be not Breechings to the Guns, it may prove of ill Conſequence in an Engagement; for when a Gun is hot, if the Tackles be looſe, it will run in and unreeve the Fall, and to keep it faſt is as dangerous on the other Hand, becauſe the Men muſt go out to ſpunge it, or haul it in; all which Breechings prevent.

In the Gun-Room or Cable-Tire before, muſt be Lanthorns hung ſome Diſtance from the Powder, for the Boys to ſee to take Cartridges out of the Pouch-Barrels.

III. *Stratagems uſed in eſcaping an Enemy.*

NOtwithſtanding the Ship is prepared for a Fight, yet if the Enemy be too formidable, it is the Maſter's beſt Conduct, eſpecially in a ſmall Veſſel, to have Recourſe to Stratagems; which indeed are not to be thought of at all Times, neither is it poſſible to give Rules in all Caſes; but that the ingenious and induſtrious Mind may improve, Mr. *Park* has given us the following Specimen, *viz.* 1. A Means of avoiding the Enemy's Boarding you may be, if you are in Soundings, by letting fall an Anchor ſuddenly, at the very Point when you find the Enemy's Ship upon boarding you, the which he not at all ſuſpecting, nor being prepared to do the like, it will follow, that the Tide (eſpecially if the Wind and Tide happen to be at one, or that it be a Calm) will ſo ſuddenly carry him to Leeward of you, that he ſhall not poſſibly be able to recover himſelf; nor get to Windward again, until the Turning of the Tide, in which Interim your Retreat may be favoured by ſome lucky Accident.

This Stratagem out of a Tide-way is of little Uſe.

2. By

2. By quickly raiſing ſome thick Smoke or Smother, in your Ship, as if it was accidentally ſet on Fire, juſt as the Enemy is about to Board you, which may terrify him from coming near you, thinking that you are on Fire; in which Blind you may perhaps find ſome Opportunity of winding off from him.

This laſt Stratagem may or may not take, according as it makes an Impreſſion on the Enemy: However, if it ſhould not, you can but be taken: And as a ſmall Veſſel, and not capacitated to fight, the Enemy can have no Advantage. But in a Ship prepared for a cloſe Fight, it may be attended with great Inconvenience; for, ſhould the Enemy make a right Conjecture of your Deſign, he has a very favourable Opportunity to Board you under the Cover of your own Smoke.

In the Night it is not a difficult Thing to loſe an Enemy, eſpecially in a Tide-way; which may be done by hauling up your Sails, and dropping your Anchor at once: Hauling up your Sails will render you leſs viſible, and the bringing up at once will totally eclipſe you; for the Enemy on a ſudden ſhooting a-head, loſes Sight of the Chace, and will not know what Courſe to ſteer, to recover his Object. In managing this, the Maſter muſt take Care that in caſting his Ship, he do not Board his Enemy.

But if it be out of Soundings, or in very deep Water, then only haul up your Courſes, lower your Top-ſails, and bring too at once: Or if you are chaced before the Wind, run away with the Wind upon the Beam: Or if chaced with the Wind upon the Beam, either go before the Wind ſome Time, or bring too the other Way: Or, if you go away cloſe hauled, and the Enemy to Windward, bear round up at once, and ſteer away Quartering, or before the Wind.

In all theſe the Maſter muſt be cautious of getting into the Wind's Eye at firſt; becauſe it being commonly clear to Windward you may ſee fartheſt, eſpecially if there be a Glare.

IV. How

IV. *How to defend a ſmall Veſſel a-ſhore.*

IF the Enemy by Eſtimation be too powerful, it will perhaps be better Conduct for a ſmall Veſſel to run a-ſhore, rather than truſt too much to theſe Stratagems: For it is ten to one whether he will adventure boarding you, as he runs the Hazard of Bilging his Ship; and as for Cannonading you it ſignifies nothing, conſidering the ſmall Number of his Guns (i. e. ſuch Privateers as cruize along-Shore in queſt of our ſmall Craft) the uncertain ſhooting upon the Water, and conſequently the Number of Shot he may fire, before he can do you any conſiderable Damage; but I preſume a Privateer will not be at this Charge, for the ſinking or beating to Pieces an Enemy that will not make good the Expences of his Powder and Ball, nor anſwer the Expectation of his Owners and Men. He will rather ſend his Boat to get off your Veſſel, and under Fear that this may be his Conduct, it is neceſſary that the Maſter at the firſt Sight of the Enemy, to haul in his Guns, that is, get them houſed, if he have but a few, that the Enemy may have no Suſpicion of his making any Reſiſtance, and to proceed careleſsly to the Entering-Place. If there be any Time to ſpare before the Boat comes on Board, let it be uſed in ſlinging Yards, and in doing it, paſs the Chain under the Bunt of the Sails of all the Low-Yards, for this prevents the Enemy's loſing it; and when the Sails are looſe and the Robins cut, it will cover the Enemy, as the Mizen and Main-ſails from thoſe before, ſo the Main-ſail and Fore-ſail from thoſe abaft.

For this Reaſon, leave no Port ſails, Tarpaulins, other Sails or Pieces of Canvas upon the Decks.

Some perhaps will think it better to cut the Geers, and let the Yards run down that the Enemy may not uſe them in getting off the Ship; but perhaps this will too much peſter the Decks, which ought to be clear.

And for uſing your Courſes to get off the Ship, it is prevented by the Top-chains being paſt under the Sail; and if your Braces be unreeved, your Top ſails are alſo uſeleſs.

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In the next Place, unſhip the Windlaſs, and toſs all the Handſpikes down the Scuttle into the Forecaſtle; alſo unſhip the Tiller, and put it down below, if you ſteer open.

Laſh down your Hatches, bolt your Doors, and clap the Stoppers upon the Cable in the Tire that they may not haul it out, to carry out an Anchor to get off your Ship.

Being thus prepared, and your Cannon loaded with a Box or Caſe of Muſquet-Shot, and a Cannon-Ball, either round or double, though the latter is the beſt; as ſoon as the Boat comes within half Piſtol-Shot, or nearer, lift up the Port, and without running it out, diſcharge at the Boat, and then let down the Port and laſh it in, after which fire out at the Loop-holes in the Quarter, with your Blunderbuſſes.

If theſe Proceedings neither ſink the Boat, nor diſhearten its Crew, fire your Powder-tub; but the Maſter muſt be here careful to fix two Guys to the Tubs, one to go forward into the Forecaſtle, and the other to come into the Steerage or Great-Cabbin, that it may not be fired in vain.

If, notwithſtanding this, they enter, be watchful to ſhoot the firſt Man that comes over the Side, who commonly is a bold and daring fellow; his Death will be the half vanquiſhing of the Boat, but if then they all pour in, ply briſkly your Hand Granadoes out of your Scuttles. Thus, if they ſend eight or ten Men, you may deſtroy them all before they can force your Cloſe-quarters; and if you can poſſibly ſtop the Boat from returning, you prevent the Privateer's making any more Attacks upon you; for not knowing your Force, and having all the Men he ſent out off, he will not adventure to Re-board you after ſuch a Reception.

However, having ſeized the Enemy's Boat, it would not be an Act of Cowardice in the Maſter to leave his Veſſel, if he, by the Privateer's Conduct, miſtruſt his Boarding him, and that he is of much ſuperior Strength; but if the Maſter ſhould do this, I adviſe him to order his Trains as directed in the next Article.

But if the Maſter be a Man of extraordinary Courage, and is reſolved to defend his Truſt, let what will happen,

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and obliges the Enemy, with Loſs, to retreat, he juſtly and greatly deſerves to be applauded and rewarded.

It may perhaps ſeem impoſſible to ſome, that three or four Men, and as many Boys, can deſtroy twenty or thirty before they force their Cloſe-quarters; however it may and has been done, the Men being good Markſmen, and the Boys learned to load a Muſquet dexterouſly. Now in a ſmall Veſſel every Man and Boy having two Muſquets, a Pair of Piſtols, and four Blunderbuſſes to ſpare, all ready charged when the Enemy enters, it is preſumed that the Boys may charge as faſt as the Men prime and fire; for they do not fire at Random, but look out for the Enemy, take aim, and then fire, in which Time a Boy may put in a Cartridge, ram it home, and, without putting up the Gunſtick, give it the Man, who may as he cocks, prime; for which End he muſt have a Priming Bandalier of ſmall corned Powder hanging at his Wriſt. Sometimes the Decks may be filled with the Enemy's Men, and it may require Speed to clear them; then muſt the Boys be ordered to their Muſquets, and aſſiſt in the Execution.

V. *How to proceed after you have run a great Ship a-ſhore.*

THE running a Ship a-ſhore is certainly hazardous, for ſhould ſhe ſet upon a Rock, uneven Ground, or upon a Sand, ſhe may be bilged or wrecked, and ſo the Conduct taken to ſave her may effectually loſe her; yet it is better to loſe her thus, than to enrich the Enemy with the Loſs of your Liberty: Though it is a Thing the Maſter ought to conſider, and not careleſly proceed to it, nor too ſuperficially adhere to the Counſels of his inferior Officers, or Conſent of the Men: For if he run her a-ſhore at the Sight of an Enemy he is in a Condition to engage, he acts contrary to the Juſtice he owes his Country, the Intereſt of his Friends, and the Truſt repoſed in him, conſequently he loſes his Reputation, and with that his Employ. But if the Enemy be numerous, and not

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the leaſt Hopes of defending the Ship by Fighting, or eſcaping by Flight, it is then Prudence to run her a-ſhore, and Bravery to defend her there; which may be done by mooring her, if Time permits, Broadſide on, getting all the Guns on one Side, and out of the Stern and Bow-Ports, and then act as Circumſtances require.

But if you foreſee a ſtrong and numerous Attack by King's Ships, the beſt Way is to take to your Boats; but firſt you may make great Fires in the Forecaſtle, Steerage and Round-houſe, upon Half-Hogſheads filled with Ballaſt; into theſe Fires put old Shoes, Clothes, wet Oakam, and whatever will make a Smoke; then cover the Gratings where the Smoke uſually goes up, letting it come out at the Port and Loop-Holes in the Quarter: This muſt intimidate the Enemy from coming to plunder your Ship, or ſetting her on Fire in good Earneſt; eſpecially if your Powder Cheſt and Granadoes upon your Quarters be all primed, and Matches laid, that they may fire at different Times.

Or to prevent the Enemy's getting her off, you may ſink her, or elſe lay Trains with good Firelocks at them, charged and cocked; to their Triggers tie Pieces of Marline, which may be faſtened to the Scuttles or Doors of the Cloſe-quarters, that when the Enemy opens them, he may pull down the Triggers, and blow up the Ship: But it muſt be obſerved, that ſome Weight be tied to the Piece, for ſome Muſkets will bear their own Weight by the Trigger, when they are cocked and not go down: Several Pieces, thus fixed, will effectually do the Enemy's Buſineſs, if they are to Board you.

Captain *Park* gives no Reaſons for leaving of Ships when attacked by Men of War, yet encourages their being defended againſt the Privateers: "Becauſe," ſays he, in Sect. 7, Page 141, "I would not have ſome that may read this "Book know them, leaſt they make a falſe Conſtruction "of them, and think they are concluſive in all Circum-"ſtances, when ſometimes Men of War are no more to "be dreaded than Privateers; and as for Men of Under-"ſtanding, they will eaſily comprehend my Meaning."

VI *No Danger from an Enemy in a Sea Gale.*

BUT when the Sea is grown, and a freſh Gale, there is no Need of running your Ship a-ſhore, nor ſurrendering to an Enemy though ever ſo ſuperior: For if the Enemy pretend to Cannonade you, he may fire all the Shot in his Ship, and not hit you; for when the Sea runs high, the moſt experienced Gunner is at a Loſs, the Motion of the Ship being ſo uncertain; and it may be laid down as certain, that no Man is ſo mad as to Board a Ship in a Sea-Gale; it alſo has been made evident from their Conduct, that the Privateer Captains are more cautious than to venture their Egg-ſhell Sides againſt our *Engliſh Oak*; and perhaps an Inſtance cannot be produced, and the Privateer not a ſufferer.

VII. *It is of ill Conſequence to carry a Preſt-ſail, if it blows.*

THERE are ſome Men in the World that will run a greater Danger than that of Bilging their Ships againſt Rocks, or fighting an Enemy they are capacitated to encounter; and that is by carrying too much Sail to hazard their Overſetting, which is a Piece of Conduct not eaſily accounted for: Daily Experience teaches us that Man is not invincible, but none can reſiſt the Sea when under its Surface; if they therefore are reſolved to die rather than be Priſoners of War, let it be by revenging their Misfortunes upon their Enemies, and who knows but the Conſequence thereof may be their Liberty: Beſides, carrying a Preſt-ſail endangers the Maſts and Yards, and if any of them come by the Board, the Enemy can lie upon your Bow, Counter, or thwart your Hawſe, and rake you Fore and Aft at his Pleaſure. So that meeting an Enemy; it is moſt rational to go away with an eaſy Sail, and make a running Fight, until Night may Favour an Ecape.

VIII. *Make*

VIII. *Make the Enemy enter his Men over your Quarters.*

BUT if after all Eſſays the Enemy come up with, and is reſolved to Board you, which is uſual upon the Weather Bow, Side or Quarter; if he attempt to be upon your Bow, bear up before the Wind, (which anſwers in a light Ship) bring your Enemy a-ſtern, and conſtrain him to enter his Men over your Quarters; which if he refuſe, bring too the other Way, and give him the other Broadſide: If he veer his Ship to make a ſecond Attempt, ſerve him ſo again, unleſs you have an Advantage of laying him thwart the Hawſe (which rarely offers, to the Leewardmoſt Ship; then if his Men enter, they are expoſed (in their Approach) upon their own Forecaſtle, to fire out of the Loop-holes in the Quarter and Fore-chains; and as they enter, they are in no leſs Danger from the Fire through the Bulkheads of the Steerage, Forecaſtle and Round-houſe: Likewiſe the Cannon in the Cloſe-quarters will do the Enemy a conſiderable Deal of Damage, while he continues in this Poſition.

But notwithſtanding there is a great Advantage in lying thwart the Enemy's Hawſe, yet the performing it is attended with a Difficulty that ought to be conſidered before attempted, and then nicely performed, that inſtead of being thwart the Enemy, he is not thwart your Hawſe: But this muſt be left to the Diſcretion of the Commander.

IX. *Diſcharge, but get not in the Cannon open; both muſt be done in your Cloſe-quarters, and on the contrary Side to the Enemy.*

BUT if the Enemy ſails better than the Ship he attacks, and it is evident moſt Privateers out-go the generality of our Merchantmen, then will they Board him, maugre all Oppoſition, in what Place they pleaſe, except thwart the Hawſe, which is not to be ſuffered through Want of Conduct in the Ship ſo boarded.

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But before he is on Board, the Commander muſt order all his Guns in the Waſte, and upon his Quarter-Deck, to be diſcharged without letting them run in; for if they ſhould be loaded when the Enemy enters, and they ſhould traverſe any of them fore and aft, they would ſoon level the Bulk-heads with their own Cannon; whereas, if they are out, and the Tackle falls mouſed, or a running and ſtanding Part ſeized together, their Men will then be more expoſed before they can accompliſh any ſuch Deſign; and leſt under the Covert of your Smoke, or any other favourable Accident, they ſhould get in a Gun, the deſigned Advantage may prove their Ruin, by leaving in every Gun when you retire to your Cloſe-quarters, a Piece of lighted Match.

And thoſe on the Side from the Enemy when engaged, in the Cloſe-quarters, muſt not only be diſcharged but got in, that the Enemy do not toſs in Hand-Granadoes, or Stink-pots, to deſtroy or ſuffocate the Men in thoſe Quarters; and that they ſhould be diſcharged is neceſſary, becauſe otherwiſe an Hand-Granado, Fire-pot, or ſome ſuch Thing may diſcharge it in your Quarters, and do more damage to your Ship than the Enemy, or by carrying away a Port make a Vacancy, where the induſtrious Enemy may toſs in Showers of Hand-Granadoes; beſides, in diſcharging your Cannon, they run in of themſelves, whereas at ſuch Time the Hands cannot be ſpared to get them in.

X. *How to act when a Ship comes up in your Wake, and lays you aboard upon the Quarter.*

THE Enemy in his Approach to Board you, comes either by your Wake, upon your Quarter, upon your Broadſide, or laſtly upon your Bow.

If the Enemy come up to your Wake, ply him briſkly with your Chace-Guns, loaded with round and croſs-bar; and as ſoon as he is within Piſtol-Shot, give him your Guns, loaded with double-headed Shot, and a Bag of Caſe-ſhot; the former may ſpoil his Maſts and Rigging, and the latter deſtroy his Men: Next let your Guns upon the Quarter be

ready loaded with double and Caſe-ſhot, and as the Enemy ranges up your Quarter with his Men ready to enter, they may be diſcharged among them; let likewiſe your Powder-Tubs be ready, and juſt as the Enemy is going to ſheer Aboard, ſet fire to the Fuze, hoiſt it up to the Yard-arm, and then let it run amain among his Men upon the Deck: If he ſtill perſiſts in his Reſolution, and Board you, let all your Ports be laſhed in, leſt the Enemy wedge them, which is of ill Conſequence, as has been before obſerved: Keep firing your Blunderbuſſes out of the Loop-holes in the Quarter among his Men, as they ſtand thick and ready to enter; as ſoon as he is Aboard, ſpring your Powder-Cheſts upon the Quarter, for then the Men will, mounting your Quarter, be numerous. Let your Men in the Round-houſe be ready with their Small-Arms to give the Enemy a Volley as ſoon as they come upon your Quarter-Deck, and thoſe in the Forecaſtle muſt keep a watchful Eye upon the Poop, that they do no Miſchief there; likewiſe thoſe muſt pick off the Enemy as they mount the Main or Mizen-Shrouds.

If the Enemy come in Numbers upon the Quarter-Deck, diſcharge one of your Cannon out of the Round-houſe, with Caſe-Shot at them; if that will not clear the Deck, let fly the other: And if a Breach is feared before they are re-loaded, toſs out of your Ports ſome Hand-Granadoes; if theſe do not drive away the Enemy, before the Guns are re-loaded, then ſpring a Powder-Cheſt, as the laſt Remedy; for it is Prudence in a Commander to let them ſtand as long as poſſible, becauſe they do not only ſtrike a Terror into the Enemy, but are at all Times ready; and ſo long as they are ſtanding, the Enemy will conclude you are in no great Extremity.

From all Places having an Eye to your Rigging, and be ſure to aim at the leading Men. Obſerve if the Enemy be ſo far aft, as that the Chace-Guns may be brought to bear, if ſo, ſpare two Hands to ply them, who muſt be ſure with Round Shot to aim at the Water-line; and if they be good Markſmen, it is ten to one but they will ſpoil his Voyage.

If all the while the Maſter be exemplary brave, and the

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Men fire with Diſcretion, they will ſoon make a Ship of conſiderable Force to leave ſo hot a Place as this muſt conſequently be.

XI. *How to act when the Enemy comes upon your Broadſide, and boards you there.*

IF the Enemy comes upon your Quarter, or upon your Broadſide, your Conduct in both Caſes is much the ſame, and as ſoon as he is near enough, give him your Broadſides as faſt as you can load, and fire; but when he is within Piſtol-ſhot, and his Men preparing to enter fore and aft, give him your Broadſide with Partridge and Croſs-bar; then at each Yard-Arm ſwing off a Powder-Tub; and in the Interim let the reſt of the Hands get the Guns next the Bulkheads to thoſe Ports; and if there be any to ſpare, let them ply the Small-Arms out of the Loop-holes upon the Quarter, and becauſe the Enemy are not yet ſeparated, and a Blunderbuſs carries moſt Balls, let them be the only Arms uſed, until he is on Board. Having ſprung your Powder-Cheſts upon the Sides, turn all Hands to the Bulkheads, in Readineſs to receive the firſt Attack, which will be the briſkeſt; for being Side and Side, his Men will enter upon the Forecaſtle, Main-deck, and Quarter-deck; to clear the firſt and laſt, the Guns in the Round-houſe are of excellent Uſe when loaded with Partridge; but they are to be managed with Diſcretion, and one ought not to be diſcharged until the other is almoſt loaded; when they are diſcharged you muſt only lift up the Ports, and give Fire without running out the Guns, for that requires too much Time; beſide while it is getting out, the Enemy may fire at your Ports, and by ſome Random Shot kill or wound the Men at the Tackles. Theſe Pieces being fired Point blank, expoſe none of your Men in any of the other Quarters, as thoſe in the Steerage and Forecaſtle; for when any of the latter are diſcharged, ſhould an oppoſite Port be open, the Men near it are evidently expoſed; therefore to prevent the ill Conſequence of this, it is abſolutely neceſſary to have Signs to give

give each other, that they neither fire needleſsly, nor expoſe themſelves to their own Balls; and becauſe a Noiſe cannot be heard at ſuch a Time for the Guns, nor a Signal ſeen for the Smoke, they may obſerve to fire the Cannon out of the Forecaſtle firſt, then out of the Steerage, and ſo alternately as Occaſion requires.

In firing theſe Guns you may only lift up the Ports, as was directed above for thoſe in the Round-houſe: Care muſt be taken of the Rigging, that the Enemy do not too much damnify that, nor cut your Sails looſe.

Springing the Powder-Cheſts muſt be left to the Diſcretion of the Officers; only as was before ſaid, they are to be the laſt Remedy.

XII. *How to act if an Enemy be thwart your Hawſe.*

THE laying a Ship thwart the Hawſe to enter Men into her, it is not approved of by Commanders of Privateers; and (without Doubt) they are ſenſible that to lie in this Poſition, without any Inclination towards either Bow, is the moſt difficult Place of Acceſs; for the Men muſt aſcend the Shrouds, and one by one paſs down the Bowſprit, all which Time they will be expoſed to the Men in the Round-houſe and Fore-peak.

It ſeems impoſſible for the Ship to lay his Enemy thwart the Hawſe, if there be a Gale, the Sails and Rudder ſerviceable, and the Maſter a Man of good Conduct, unleſs by Accident, or in a Calm with his Oars: To render this ſomewhat apparent, ſuppoſe a Ship going before the Wind, and a Privateer coming with the Wind upon his Beam, deſigning to thwart his Hawſe, if he lies by a-head, it is but ſtanding out a-ſtern of him; or ſhould the Enemy pretend to run there at once, he hazards his Maſts; or ſhould the Enemy run along-ſide of him, juſt ſhoot a-head, and then put his Helm hard over, ſome will ſay, that then he will be thwart her Hawſe, becauſe the Merchant-Ship will not obey her Helm ſoon enough: But this (though the moſt probable Way) depends upon ſo nice a Point timing the

the Enemy's bearing away, that it is ten to one whether he accompliſhes his Deſign, and be exactly thwart his Hawſe, ſo as to bring his Guns fore and aft to bear; for if the Merchantman do not ſtrike him exactly in the Midſhip, or run his Bowſprit between the Privateer's Main-ſhrouds, he will ſwing upon his Bow.

The ſame may be proved when going upon a Wind, or Large; but it is needleſs to thoſe that believe it, and nothing but an Experiment can ſatisfy thoſe that do not: But if ſuch Misfortune ſhould be accompliſhed by a Ship of any conſiderable Force, all you can do in ſuch a Poſture is to fire thoſe Guns forward that may be traverſed to bear; and if the Enemy attempt to enter, fire not in Vollies, nor quick, but let them approach till they have almoſt filled your Decks, and they will forbear to batter your Ship with their Cannon, leaſt they kill their own Men, though now and then knock down a leading Man. When they are numerous, treat them ſomewhat roughly, but do not give them a Repulſe; but as ſoon as they begin to fly forbear firing, and let more of their Conſorts enter; ſpend the Time thus dilatory, and in the Interim be backing and filling, that you may ſwing along his Side; but if that cannot be, and the other Bait take, and you have ſufficiently weakened the Enemy, make a briſk Sally at once, drive them off your Decks, and enter their own Ship with them Pell-mell. And this, ſays Mr. *Park*, in my Judgment, is better Conduct than to kill his Men as faſt as they enter, which may be done; but then they will turn to Battering, the ill Conſequence of which I need not mention.

XIII. *How to act if the Enemy be upon the Bow.*

IF the Enemy attempt to be thwart your Hawſe, or upon your Bow, when going with the Wind upon the Beam, put your Helm hard a Weather, ſhiver your After-ſails, and having fired your Broadſide, prepare to receive them upon your Decks. In this Poſture you have the greateſt Advantage that can offer, eſpecially if he lie ſo that your

Cannon fore and aft will bear; they may ply thoſe forward with Croſs-bar and Caſe-ſhot, and thoſe abaft with ſingle Round-ſhot, aiming at or juſt below the Water-line; as for his Men, they muſt come over your Fore-caſtle, and ſo lie open to the Fire of your Small Arms and Cannon in the Round-houſe, which latter (if well managed) muſt make terrible Work among his Men, being fired with Caſe-ſhot: No leſs are they expoſed to the Small-Arms in the Steerage. But if the Enemy force your Forecaſtle, then may the Men in thoſe Quarters retire, having nailed the Cannon; or if they have Time and Courage enough, fill them half full of Powder, and the other half with Round Shot, then point them for the Bow the Enemy is upon, fixing Fuzees to fire them; all the Granadoes muſt be ſet on Fire, that the Enemy may not uſe them to your Deſtruction: It cannot be actually determined what may be the Effects of this Conduct, but it ſeems to be almoſt certain that the Cannon will be ſplit, the Deck over the Forecaſtle ript up, the Shot will go through your Bows into your Enemy's, and carry Splinters to the Deſtruction of all that ſtand in the Way. Firing the Hand Granadoes before you retire, is to prevent the Enemy's toſſing them after you, they ought therefore to have Fuzees of a ſhorter Duration than thoſe upon the Cannon; and it may prove fatal to the Enemy if you leave three or four Granadoes, whoſe Spiggots are filled with whole Powder, with beaten at the Top.

The Men that leave the Forecaſtle muſt ſtay to prevent the Enemy's coming Aft, which may be eaſily done with half Pikes, Javelens, and Hand Granadoes, under covert of the Bulk-head.

But if the Enemy, after the Splitting of the Cannon and breaking of the Shells, lodge in the Forecaſtle, let your two Cannons in the Steerage inceſſantly play upon its Bulk-head, with double, round, and Caſe-ſhot, until it is level with the Deck, that the Enemy may have no Covert there: As for the Damage the Ship will receive by ſuch Conduct, and the ſplitting the Cannon is inconſiderable; for Fights are like Storms, in both which a Part is never brought in Com-

Competition with the Whole; and it is much eaſier and more reputable, eſpecially after ſo briſk an Effort, to rebuild the Forecaſtle, than to build a new Ship.

If they ſhelter under the Bow of the Long-Boat, the Men that have before retired from the Forecaſtle muſt drive them from thence with their Muſkets, through the Loop-holes in their Coamings.

XIV. *How to make a Sally.*

HAVING (by a vigorous Defence) repulſed the Enemy from your Bulk-heads and cutting up your Decks, it may be neceſſary to make a Sally to compleat your Victory; but by the Way, the young Maſter muſt uſe great Caution before he ſallies out, leſt he be drawn into ſome Stratagem to his Ruin; therefore, for a Ship of but few Hands, it is not a Mark of Cowardice to keep the cloſe Quarters ſo long as the Enemy is on Board; and if his Men retire out of your Ship, fire into him through your Loop-holes and Ports till he calls for Quarters: And if it ſhould even come to that, you muſt proceed warily, (unleſs you out number him in Men) and ſend but a few of your Hands into his Ship, while the others are ready with their Small-Arms and Cannon charged; and if they ſubmit patiently, diſarm and put them down below, where there is no Powder or Weapons; but plunder not, leſt your Men quarrel about Trifles; nor be intent in ſearching for Money, and thereby give the Enemy an Opportunity to deſtroy you; and if you take the Prize, (when you come into an Harbour) let every Thing be equally ſhared among the Men, the Maſter only reſerving to himſelf the Affections of his Men by his Generoſity; which with the Honour of the Victory to a brave Mind is equivalent to all the reſt.

But to return; in making a Sally as aforeſaid, Caution muſt be uſed, if the Enemy be not put off; ſo there muſt, if he be, leſt ſome of the Enemy's Men be hanging about your Quarters or in your Chains; wherefore if you have Galleries, look out there, and pick them off, till by Eſtimation, their

their number is inferior to yours: Then let the Commander by ſome ſignal, inform his Men in all the Cloſe-quarters, that they may be prepared; which cannot be better done than by taking the Ship's Bell into the Steerage before they engage, for the Cabbin Bell will not give Sound enough: Likewiſe before the Battle begins, the Officers, in each Quarter, ought to have Inſtructions, at leaſt verbal, (though it would be better in Writing) that they know how to govern themſelves when the Signal is made.

It is preſumed that the Sally will be moſt advantageous, if made out of the Round-houſe, becauſe having cleared the Poop, you will have no Enemy at your Back: Wherefore let all but two or more, according to your Number, ſtep up into the Round-houſe, bringing with them all, or moſt of the Muſquets and Piſtols there, leaving only the Blunderbuſſes. Let all the Small Arms in the Quarters be charged, and the Cannon that flank the Decks out of the Bulk-heads, traverſing thoſe in the Round-houſe, pointing towards the Mizen-maſt, to gaul the Enemy in caſe of a Retreat: All Things being thus prepared, let the Powder-Cheſt be ſprung upon the Poop, and four Hand-Granadoes toſt out of the Ports, filled with Flour and Fuzees of a long Duration; then let the Door be opened, and in this Confuſion make your Sally at once, half advancing forward, and the other facing about to clear the Poop; when that is done, let them have an Eye to the Chains: At the Round-houſe Door let two Men be left to ſtand by the Ports Cullis, each having a Brace of Piſtols to ſecure a Retreat; let thoſe in the Fore-caſtle never ſhoot right aft, after the Sally is made, unleſs parallel with the Main-Deck. The reſt muſt be left to Judgment.

XV. *Merchantmen have the Advantage of Cannonading Privateers.*

THE gallant and exemplary defenſive Fights made by ſome of our Merchantmen, have made the Privateers ſo cautious, that it is not every Ship they will adventure to Board;

Board; and perhaps this Unwillingneſs is not only in the Commanders but in the Men too; who have been ſlaughtered in ſuch Shoals, that the Impreſſion it has made upon their Minds, drowns the very Hopes of their Plunder. Some to prevent theſe Miſchiefs, pretended to Cannonade our Merchantmen; a Practice that in the Sequel may prove as pernicious to them as the former, if they meet with gallant defendants; and this is not ſuch a Paradox as it may appear at firſt Sight, if, firſt, it be conſidered the Strength of each Ship; ſecondly, the Proportion of their Cannon: and laſtly, the Number of Men in each Ship.

Firſt, It is ſufficiently known that our Merchant Ships are built for Burthen, and accordingly have the Strength proportioned to the Uſe they are deſigned. On the contrary, Privateers are built for ſailing, which is the Property of a weak Ship, and conſequently they are ſuch, otherwiſe they would not ſo well anſwer the Expectations of the Adventurers. Beſides, the former are deſigned for a longer Duration than the latter, and for that Reaſon are built of good *Engliſh* Oak, the other being only deſigned for cruiſing a Summer or two, are built of Fir or thin Plank, that will ſplinter worſe than Deal.

Secondly, Our Men are ſenſible that their Cannon are a prodigious Strain to our Ships of War, which are built of good Oak: Whereas ſhould Privateers carry a Weight of Guns proportionable to our Ships, their peak Sides would fall to Pieces the firſt Storm they happen to be in at Sea: This is evident, and for this very Reaſon, though they put in an equal Number of Guns proportionable to the Hulls of our Frigates, they are of a leſs Nature.

Laſtly, As for their Men they are numerous, but that does not greatly avail; for in Cannonading, they want more than will manage their Cannon and Sails and the reſt ſtand only to ſtop a Shot, or by their Wounds to ſtrike a Terror into each other, eſpecially idle Spectators.

It is impoſſible to limit Commanders what Ships to fight; and to whom ſurrender; what has been aboveſaid, is only to aſſiſt them in forming a Compariſon, on which Side the Advan-

Advantage lies. Mr. *Park* ſays, *Sect.* 17, *Page* 161. That a Collier of eight Guns and twelve or fourteen Hands, may lay a Battery againſt a Privateer of twenty Guns: This, adds he, may ſeem a prodigious Advantage, that each Broadſide the Enemy ſends ten Shot to the Collier's Four; but in Reality the Odds are not ſo great, if we conſider the Collier's Sides will better endure twice ten Shot, than the other Four: And as for their Numbers, it turns to their Diſadvantage, for two or three Men will manage one of their Guns, and the reſt that ſtand idle are as much expoſed, and conſequently more concerned at the Slaughter of their Conſorts, than Men fully employed; alſo they being quartered far diſtant from one another, five hundred Shot may go through the Ship's Sides, and not hurt one of them, whereas it is almoſt impoſſible a Shot ſhould go through their Egg-Shell Sides, but it muſt kill ſome, beſides the terrible Work the Splinters muſt make: From all which it is evident, that there is not ſo great Diſparity, as ſome imagine, on the contrary Side.

XVI. *It is beſt Conduct for Merchantmen to fight before the Wind.*

IF all theſe Advantages be by the Sailors rightly conſidered, and they act according to their uſual Courage, the Enemy muſt purchaſe his Prize with the Blood of his Men; and perhaps after he has been extravagant in that, he may go without her; eſpecially if the Merchant Commander uſe the Courage of his Men with good Conduct, and ſuffer not the Enemy to poſſeſs the Advantages he expects by his good Sailing; which is only to be prevented by bearing away when the Engagement begins, and to fight before the Wind, for the following Reaſons, viz.

1. It is acknowledged by all Seamen, that in an Engagement the Smoke is very offenſive to the Leewardmoſt Ship, not only by blinding the Men, and hiding the Enemy a conſiderable Time from their Sight, making them act with Fear, and in an implicit Confuſion ſhoot at Random, but it

it alſo ſtifles and ſuffocates them; and it cannot be otherwiſe with a Merchantman that fights upon a Wind, becauſe if he outſails the Enemy, there will be no Battle; and it is abſurd to think an Enemy will fight to Leeward, when he can get to Windward: Becauſe,

2. The Ship to Leeward fighting with her Weather Guns, has her Water-line more or leſs, (according as it blows) above the Surface of the Water, and a Shot between thoſe two, (i. e. the Surface of the Water, and the Water-line, or according to the Sea-phraſe, between Wind and Water) may prove of worſe Conſequence than Ten, nay, I may ſay, an Hundred, upon the upper Work; for ſhould ſhe tack or bear up, without perceiving it, ſhe may be ſunk before it is known where the Water came in; whereas before the Wind, the Danger is avoided.

3. Again, if upon a Bow-line your Head-ſails are diſabled, your Ship will fly too: And if the Enemy be within Muſquet-ſhot you muſt lye at his Mercy, for a Reaſon that is not convenient now to mention: However, the Danger may be avoided, by fighting before the Wind, becauſe a ſhip will ſteer ſo almoſt with any Sail, or at leaſt Proviſion may be made to keep her ſo, whatever Damage to her Sails or Rigging may happen.

4. *Laſtly*, If you fight before the Wind, and the Enemy keep in your Wake, or upon your Quarter, you may bring too either Way, and give him your Broadſide, then bear up round, and give him your other Broadſide; and by that Time your Ship is about again, your other Broadſide may be ready, *&c.*

But if your Ship ſails almoſt equal with the Enemy's, this Conduct muſt be altered; becauſe it hinders the Ship's Way, and conſequently ſhortens the Chace; wherefore to prevent this, get all the Guns you can out of the Stern-ports, and keep continually firing, if near, with Croſs Bar among his Rigging; but if at a Diſtance, fire Round-ſhot, this will give your Ship Way, and it may alſo carry away the Enemy's Top-maſt, or ſpoil a Yard; and a Collier's Stern may be made as hot as her Broadſide.

XVII. How

XVII. *How to treat a diſabled Enemy.*

IF an Enemy out-ſail a Merchantman, and (in fighting before the Wind) lies fairly along her Broadſide, truſting to his Strength and Fortune, without endeavouring to take any of thoſe Advantages his ſailing offers; it is unwary Conduct in the Maſter to pretend to take Advantage of him; becauſe, firſt his Ship ſailing worſe than the Enemy, is not capacitated for ſuch Performances, and thereby may bring the Enemy's Broadſide right a-head or Stern, and ſo be raked fore and aft, receiving more Damage from one Broadſide in ſuch a Poſition, than from Ten fairly along-ſide: And ſecondly, ſuch Conduct may put the Enemy upon acting otherwiſe, and thereby give him an Opportunity of taking Advantages he did not intend.

Notwithſtanding this may ſeem ſtrange, yet it is neceſſary to give ſuch a Caution, though it is not to be followed when the Enemy's Rudder, Yards, or Maſts, are damnified, ſo that he hath loſt his Steerage, and hath no Command of his Ship; for then the Maſter is highly to blame, if he did not make uſe of ſuch a fortunate Opportunity to lie thwart his Hawſe, or under his Counter, rake him fore and aft, and ſink him: Yet he muſt be careful that he do not Board the Enemy: That is, he do not accidentally fall on Board of him, nor that the Enemy do the ſame; for it is ill Conduct to give ſuch an Opportunity to a deſpairing Enemy: The beſt Conduct will be to give him two or three Broadſides in at his Bow and Counter, and having ſufficiently diſabled, leave him, unleſs you have a Letter of Marque, or be near an Harbour.

XVIII. *How to act upon a Weather and Lee Shore.*

THOUGH certainly it is the beſt for a Merchant Ship to fight before the Wind, yet it is in ſome Places impracticable or dangerous; impracticable upon a Lee-ſhore, dangerous upon a Weather-ſhore, eſpecially in our Channel before

before the Wind, when it blows at N.W. by North, or N.N.W.

Therefore, being upon a Weather-ſhore, it is the Commander's beſt Conduct to cling cloſe to the Land, that the Enemy may not have the Weather Gage: If he comes up to your Lee-ſide and Cannonade you, ply your Guns on that Side, and keep jogging on, until you are got under the Covert of ſome Cannon in a Harbour, or Night comes on: And conſidering the uncertain Shooting upon the Water, a Man will have hard Fortune if he be not favoured upon our Coaſt with ſuch an Opportunity, or meet with one of our Cruiſers: And if he keeps upon your Quarter, it is only bearing away a Point or two each Broadſide, and then luffing, while you are charging: If he keeps upon your Bow, ſpring your Luff, when you fire, but when he is there, be careful that he does not get thwart your Hawſe; if you fear it, either Tack, or (if he be no great Force) give him your Stern before his Cheſs-tree.

As it is dangerous to leave a Weather-ſhore, ſo it is impracticable to ſteer before the Wind upon a Lee-ſhore; ſo that if an Enemy have ſuch an Opportunity, and lie cannonading your Weather-ſide, your Conduct will be to ſhiver all your Sails when he fires, that your Ship may Right, ſo that as little as poſſible of the Water-line be above the Water; if he falls a Stern between each Firing, the Chace muſt keep Time with him in loading and firing; and if he keeps upon your Quarter, luff up in the Wind each Time you fire, that he may receive your full Broadſide: When after all, you cannot defend your Ship, the Enemy being too powerful, then run her a-ſhore, and defend her there, or burn or ſink her, any Thing, ſo as the Privateers have her not: For if they get no Purchaſe, their Men have no Pay, their Owners no Profit, and conſequently that Trade muſt fall of itſelf.

XIX. *Maſters ought to ſtand by one another.*

IN the preceding Articles we have treated of Fighting in ſingle Ships; we now come to ſpeak of Fleets: But im-

mediately before we come to the Subject itſelf, it will be neceſſary to obſerve, that Maſters have the ſtrongeſt Obligations incumbent upon them, to ſtand by one another; ſuch as their mutual Preſervation, the Motives of Honour, the Duty we owe to our Country, and to one another, as Countrymen; of which Duty and Obligation even a *Pagan* Philoſopher thus gives his Opinion; "If it be my Duty, ſays "he, to love my Country, I muſt alſo be kind to my "Countrymen; if a Veneration be due to the Whole, ſo "is Piety alſo to the Parts, and it is the common Intereſt "to preſerve them: We are all Members of one Body, and "it is as natural to help one another, as for the Hands to "help the Feet, or the Eyes the Hands: Without the "Love and Care of the Parts, the Whole can never be "preſerved, and we muſt ſpare one another, becauſe we are "born for Society, which cannot be maintained without a "Regard to Particulars."

XX. *How to bring the Fleet into Order.*

IT is abſolutely neceſſary that every Ship ſhould be ſo diſpoſed to act in a proper Station, that the Fleet may not be in Confuſion; and this may be beſt done by dividing the Fleet into Squadrons, each conſiſting of Seven or Five Sail: Let one be appointed to command each Squadron, wearing a Merchant Pendant, or ſome diſtinguiſhing Flag: Over all, let one be elected to make Signals for Weighing, Tacking, Trying, Lying-by, Forming the Line, or Bringing-up. What Signals are to be made, muſt be left to the Diſcretion of the Perſon that has the Honour to Command in Chief.

When they form the Line, each Commander muſt be in the Centre of his Squadron, and the Commander in Chief, with his Squadron, in the Centre of the Line.

Next, after it is appointed who ſhall follow each other, the Maſters muſt ſubſcribe an Inſtrument that they will keep their Stations, and proceed as in Council they conclude, upon Sight of the Signal made by the Commander in Chief, and not ſtand out of the Line, unleſs by Majority it be concluded

cluded that each Ship muſt ſhift for herſelf, the Enemy being too powerful; and then all Compacts ought to be void, and every Ship provide for their own Safety.

XXI. *They being in a Line, muſt not endeavour for the Weather-Gage.*

HAVING formed the Line, they muſt lie by to receive the Enemy, without endeavouring to get the Weather-gage, leſt it create Suſpicion, and ſo cauſe a Separation, which may prove the Ruin of but too many: Neither may it (perhaps, if nicely examined) be found ſo advantageous for a Fleet of Merchant-ſhips to have the Weather-gage of two or three Privateers, as a Fleet of Men of War to have it in reſpect to a Fleet of the ſame: the latter when going to engage, ſtrive to be to Windward for the following Reaſons, viz.

1. To prevent the Enemy's uſing their Fire-ſhips, and to have the Opportunity of burning their own.

2. To clear the Smoke, which blinds and ſuffocates the Men.

3. To prevent the ill Conſequence of being ſhot between Wind and Water.

4. The better to retreat from, or purſue after the Enemy.

What Relation theſe Reaſons have to a Fleet of Merchantmen, we will examine: And for the firſt, neither Privateers nor Merchantmen have Fire-ſhips, ſo that the firſt Reaſon is invalid.

As for the Second, the Smoke of the Privateer, if to Windward, can go over but one Ship at a Time, and ſo offenſive to none of the reſt; and the Merchantmens Smoke drives to Leeward, ſo that he is always in Sight of the Wings of the Line; whereas if he be to Leeward, their Smoke intervening, eclipſes him from their Sight, and conſequently they muſt fire at Random.

The Third carries the greateſt Weight; but ſeeing it cannot be avoided, it muſt be borne with Reſolution: However, it is the Ship oppoſite to the Privateer that alone will be expoſed, therefore Care muſt be taken to ſhift her.

The Fourth ſignifies no great Matter; for Merchant Ships purſue not, and let them be either to Windward or Leeward, if they are overpowered, ſome muſt ſuffer being out-ſailed by the Enemy.

However, we will not determine which is moſt advantageous to ſuch a Fleet; but this may be affirmed, that they cannot get to Windward without apparent Danger, not to repeat the Confuſion it will create, which is evident, by conſidering that not one Merchantman in the whole Fleet ſails ſo well as a Privateer: Now if the Fleet work to Windward out of a Line, the beſt Sailer will be a-head, and that conſiderably too, before he Weather the Enemy, if he do it at all, who then will have an Opportunity of Boarding, and perhaps carrying him, before his Conſorts can come up to his Aſſiſtance; and it is abſurd to think of Weathering him by working in a Line; ſo that duly comparing one Thing with another, the Fleet had better, at the Sight of an Enemy, keep their Line, and prepare to receive him, or them, without attempting the Weather-gage.

XXII. *It is beſt ſailing in a Triple-Line.*

IF the Fleet be numerous, the Line will ſpread too far; and if the Enemy do not attack them, but only wait for a ſtraggling Ship, the Fleet to lie by, loſes Time; both which may prove of ill Conſequence.

To prevent thoſe, let the Fleet ſail in a double, triple, or quadruple Line, or more according to the Diſcretion of the Commanders; and between theſe let the ſmall Veſſels ſail. Suppoſe for Example, the Fleet to conſiſt of Fifteen Sail of Ships fit for the Line; and theſe divided into three Squadrons, each denominated by A,A,A,A,A the Centre of the Fleet, B,B,B,B,B, and C,C,C,C,C, the two Wings. *Fig.* 1. If the Commanders will ſail in three Lines, let the firſt be made up of B,B, and C,C,C, the ſecond of B,B,B, and CC; and the third of A,A,A,A,A: The Ships ſailing in this Order may ſooner form the ſingle Line, than when they

ſail

ſail promiſcuouſly, or in any other Order than three Lines, which may be eaſily demonſtrated, from the Property of Triangles; and how each Ship may ſteer into the Line, a Squadron drawn out, and the Lines cloſed without Confuſion, we will here conſider.

The Fleet ſailing in three Lines before the Wind, each Line compoſed as directed above, and the Signal being made for the forming a ſingle Line. Let BB, in the firſt Line ſtand away with the Wind a little abaft her Starboard-beam. Suppoſe upon BB,BB, and C,C,C, with the Wind a little abaft the Larboard-beam upon CC,CC,CC; and B,B,B, in the ſecond Line muſt ſtand down Quartering upon BB,BB,BB; and C,C, with the Wind upon the Larboard-Quarter upon CC,CC; and the third Line A,A,A,A,A muſt continue their Courſe before the Wind; and theſe having ſhaped their Courſes, muſt make and ſhorten Sail, till they all fall into a Line, repreſented by B,B,B,B,B, A,A,A,A,A; C,C,C,C,C. To draw out a Squadron without Confuſion muſt be thus, viz. ſuppoſe the Signal is made for the Squadron of B's to ſtand out of the Line, and then two Lines formed: Let the three B's in the ſecond Line ſtand away Quartering, and the two B's in the firſt Line with the Wind upon the Starboard-Beam, or a Point before it; and they will naturally fall into a Line, and may ſtand to Leeward or Windward, as Neceſſity requires; while this is doing, CC, in the ſecond Line, muſt ſteer down with the Wind upon their Starboard-Quarter into the Place of BB, in the firſt Line.

Fig. 1st
Fig. 2d
Fig. 3d

XXIII. *How to act when the Centre of the Fleet is attacked.*

THE Fleet being drawn up into a Line of Battle, if a ſingle Privateer attacks the Ship in the Centre of the Fleet, they muſt advance, or more properly luff in the Wings, and form an Half-Moon, that every Ship may bring her Guns to bear, and every Man have his Share in the Glory of the Action.

If the Ship that happens to lie a Broadſide of the Enemy be diſabled in her Maſt, or by ſome unlucky Shot in her Hull ſpring a Leak, he muſt not precipitately bear out of the Line, leaſt he cauſe Suſpicion in his Conſorts, and give too great Encouragement to the Enemy; he ought to make a Signal before agreed on, that the next Ship a-ſtern may make Sail and run between the diſabled Ship and the Enemy, and ſtand away to the Wing of the Fleet, and there repair the Damages, as well as Time will permit.

And would Men, every three or four Broadſides, relieve the Ship oppoſite to, and engaged with the Enemy, it would not only refreſh the Men, but put Courage into them, to ſee each Ship in his Turn take Share in the Hazard; and a contrary Effect it would have upon the Enemy, who will not only be fatigued by continually plying their Cannon, but be out of Heart to ſee no End to their Work.

But ſhould he bear through the Line, and attack the Ship in the Centre to Leeward; then muſt the Wings bear away, firſt into their Line, and then form the Half-Moon with its Points to Leeward.

XXIV. *How to act when the Van or Rear is attacked.*

BUT if the Enemy attack the Van or Rear, let the ſecond to the Commander in Chief advance, and form a Semi-Half-Moon, in the mean Time let the Commander in Chief ſtand away with the other Part of the Fleet on that Side the Ships are not engaged, and poſt himſelf next to the Ships

Ships attacked, and his Second next to him, and ſo one after another till the Half-Moon is compleat; and there let them lie and fire with Emulation: But by the Way, they muſt obſerve to fire between the Ships engaged, at the Enemy, as he ſtands away for the Wing.

XXV. *How to act when the Ship in the Middle of the Wing is attacked.*

WHEN the Enemy attacks a Ship in the Middle of one of the Wings, let the Van luff and form Part of an Half-Moon, and as many Ships from the Rear ſtand away to the Van as will make each Point of the Half-Moon equal; while theſe Ships are ſtanding away, the Ship that now is in the Rear muſt luff, and form the other Point of the Half-Moon, which muſt be done with all the Expedition the Wind will permit; for it is the Ships in the Wings compleating the Half-Moon that rake the Enemy fore and aft, and conſequently do him moſt Damage.

XXVI. *Better be Boarded than break the Line.*

AS for the Enemy's breaking your Line, it cannot be done without he attempt to board one, and that Ship retreat out of the Line, which will not only bring your Ships into Confuſion, but create Suſpicion among the Commanders, and cavilling among the Sailors; but it will give Heart to the Enemy, who always renews his Courage when charging his retreating Adverſary; therefore to prevent the ill Conſequence of theſe threatning Miſchiefs, the Maſter of the Ship attacked, had better prepare to receive him, and let him accompliſh his Deſign; during this his Conſorts muſt get ready to aſſiſt him, and act according to his Conduct of the Enemy. Thus,

XXVII. *How the other muſt act if the Enemy lay one thwart the Hawſe.*

IF the Enemy lay a Ship in the Fleet along-ſide, the next Ship in the Line a-head muſt lay them both thwart the Hawſe,

Hawſe, in ſuch a Poſition that her Quarter may lie againſt the Privateer's Stem, and command his Decks, which will be more advantageous than if the Forecaſtle was there: 1. Becauſe there is more Cannon abaft the Maſt than before. 2. Becauſe it being higher, they may clear his Decks with the ſmall Arms out of the Steerage and Round-Houſe thro' the Loop-holes better than out of the Forecaſtle. 3. Becauſe being two Tire, viz. thoſe in the Steerage being about the Heighth of the Enemy's Decks, will, if fired with double and round Shot, drive in his Bows, and rake him fore and aft, while thoſe in the Round-houſe that over-look his Decks, and firing with Caſe Shot among his Men: If every Man diſcharge his Duty, the Enemy will induſtriouſly ſtrive to diſentangle himſelf, which may be prevented by getting hold of ſome of his Ropes belonging to his Bow-ſprit, and faſtening it to your Mizen-maſt or elſewhere.

If more Help is required, two more Ships may Board thoſe already on Board the Enemy, while the reſt of the Fleet with their Boats ſupply them with Men, that they may act offenſive; for to Board thoſe already entangled with more Ships is not convenient, becauſe ſhould a Fire by Accident happen, too many Ships will be expoſed; beſides, thoſe will be found ſufficient: But that the two laſt ſhould Board their Conſorts, is abſolutely neceſſary, becauſe the Enemy, being offenſive, will enter thoſe Ships firſt on Board, and the Men in the Boats coming on Board them, will not only be expoſed to the Enemy, but alſo to the Shot of the Men in the Cloſe-quarters. Now if two Ships, as juſt now directed, Board them, and the Men go on Board thoſe in their Boats, they are in no great Danger; for it is not to be ſuppoſed the Enemy can ſpare Hands to enter four Ships, or that his Men will be ſo hardy as to attempt it; then may they help to clear thoſe Ships Decks entered by the Enemy, and aſſiſt and join their Friends when they ſally, and ſo, without expoſing themſelves to one another's Shot, repulſe and follow the Enemy into his own Ship.

XXVIII. How

XXVIII. *How the other muſt act, if the Enemy Board one upon the Bow.*

BUT if the Enemy ſhould Board one of your Fleet upon the Weather-Bow, as admit the Privateer B (Fig. 2.) Board the Ship A, then let the next Ship in the Line a-head of that Boarded, lay his Quarter upon the Privateer's Bow, ſo far aft as her Stern may be even with the Privateer's Cheſs-tree, as C; next let the Ship a-head of him, as D, Board C which Boarded the Enemy, with her Bow upon the other's Quarter, that her Guns in the Steerage and Round-houſe may bear upon the Privateer. Laſtly, let the Ship a-ſtern of A, that was boarded by the Privateer lay C, the Ship which firſt Boarded the Privateer thwart the Hawſe, ſo that he E, may fire out of his Steerage between A and C, and he take the Enemy B, fore and aft: The reſt of the Fleet muſt aſſiſt theſe with Men and Small Arms.

XXIX. *How the other muſt act if the Enemy Board one upon the Quarter.*

'TIS uſual for Privaters to Board Ships, ſo that their Heads may reach their Enemy's entering Place, as the Privateer C has boarded B, Fig. 3. In ſuch a Caſe let the next Ship a-ſtern F, lay the Ship boarded B, upon the Quarter, that her Guns abaft may bear upon the Enemy's Quarter; but perhaps ſome will object againſt this Conduct, as having no Advantage but what Fortune gives: This is true, but as it hath been before obſerved, a Merchantman's Quarters are ſtronger than a Privateer's: But the Enemy may be beat from theſe Guns, if the next Ship a head of B, that was Boarded by the Enemy, lay B, thwart the Hawſe, ſo that the Steerage and Round-houſe Guns may bear upon the Enemy's Decks: If theſe be not ſufficient, let the next Ship E, lay D, the Ship thwart B's Hawſe, upon the Quarter, ſo as her Guns in the Round-houſe and Steerage may bear upon the

the Enemy. For the reſt, proceed as directed in the two preceding Articles.

N.B. Figure 2d and 3d are to be ſuppoſed a-head of the Line, (Fig. 1ſt) and the ſame Wind blowing.

XXX. *To intercept the Enemy when he puts off from the Ship boarded.*

IN the mean Time, the remaining Part of the Fleet muſt not be idle; their beſt Conduct will be to cloſe the Line to the Windward of the Ships engaged, in ſuch a Manner, that if the Privateer put off, they may ſtand between him and the entangled Ships, that he take no Advantage of them, either by firing Small Shot among their Men, clearing their Rigging, or doing them any other Miſchief, which ſuch Conduct may prevent.

XXXI. *To anchor Fleets.*

SHOULD we talk of Riding in a Line, it would look too formal, though in ſome Meaſure it would in Time bring our Fleets to a good Cuſtom, and prevent oftentimes that which happens by riding ſtraggling: Under the Convoy of one Man of War, ſays Mr. *Park*, I have known a Fleet ſpread ſix or more Leagues, which might have rid a good Birth diſtant one from another in a Mile or two.

This Irregularity not only expoſes the Owners of Ships to apparent Danger, but the Captain of the Man of War to unneceſſary Trouble and Vexation; and ſometimes proves a Detriment to his Reputation, as when a Ship conſiderably a-head or ſtern happen to be taken, if he gives not Chace, his Courage and Conduct is called in Queſtion; and if he gives Chace he expoſes his Fleet, and his Commiſſion alſo: Hence it is to be wiſhed, that Maſters were obliged not to work to Windward of the Convoy, but with Permiſſion by Signal, or in Caſe of unfortunate Neceſſity, or within Sight of their Port, (then it is not to be doubted but they would anchor

chor under his Command) nor, when ſailing before the Wind, to run a-head of the Convoy, or (if but one Man of War, it being proper for that to keep in the Rear or to Windward of the Fleet) of the Ship appointed by the Captain to ſail a-head of the Fleet, carrying a diſtinguiſhing Flag, or Merchant's Pendant: But then on the other Hand the Captain of the Man of War ought to be exceeding precious of his Time, and not keep the Fleet longer at Sea than Neceſſity requires, by loſing the Opportunity of the Wind.

We ſhall not ſpeak much of bringing a Fleet to an Anchor without a Man of War; for as Neceſſity will oblige ſmall Veſſels to keep cloſe to the great Ships, ſo the Compact will engage the great Ships to keep cloſe together.

Therefore ſhall only obſerve, that in *Bringing-up*, which is commonly upon a Leeward Tide, the great Ships, and thoſe of any Force that ride Weathermoſt, muſt bring by ſuch a Birth, without the Leeward-Ship, that if the Enemy ſtanding out of the Sea, cannot fetch the former, he may not the latter: And the Advantage of this will be found, if the Enemy fetch and board the Weathermoſt Ship, ſhe will be the ſooner aſſiſted by her Conſorts; for it muſt be granted that the Enemy can, if he will cut your Cable; or you may, if it be to Advantage, cut it yourſelf, and then as you drive, your Conſort may cut and come to your Aſſiſtance: And if he attack the Leewardmoſt Ship, he muſt come within the Weathermoſt, receive all their Fire, and if he board her, they can bear down to her Aſſiſtance.

In riding under the Convoy of a ſingle Man of War, it is ſomewhat difficult to protect every Ship from the Attempts of a daring Enemy; yet in ſome Meaſure the Danger may be removed by poſting her in the moſt convenient Place to intercept the Enemy; which may be ſomewhat after the following Manner, ſuppoſing the Fleet to bring up along Shore, upon a Leeward Tide.

The Coaſt we will imagine to lie N.W. by N. and S.E. by S. the Tide ſets S.S.E. the Wind at South, and the Fleet bound to the Southward; under theſe Circumſtances the Fleet will be obliged to anchor, if the Tide runs hot.

After

After this Fleet is brought up, they fear no Enemy from the Weſtward, being covered by the Land; nor out of the North-Eaſt Quarter, by reaſon of the Wind and Tide; ſo that the apparent Danger is from the S.E. Quarter, which ought to be guarded by the Man of War's Situation: The Merchantmen bearing from her between two Points as they ſhall eſtimate a Ship's Way in the Strength of the Tide upon each Tack, that the Enemy coming out of the Sea, and going to Leeward of the Man of War, may not fetch one Ship in the Fleet; and if he ſhould take a ſmall Veſſel to Windward of the Fleet, he may not (in ſtanding off with his Prize) Weather the Man of War: Was there no Tide the Fleet could not bring up ſo, as the Enemy going to Leeward of the Man of War, can fetch none ſtanding in; and ſhould he take the Weathermoſt Ship, he cannot carry her off to Windward of the Man of War.) Then imagine the Tide runs ſo ſtrong, as with her Larboard Tacks on Board, a Ship can make but a W.N.W. and with her Starboard Tacks on Board, but an E.N.E. Way; then no Ship muſt ride to the Northward of W.N.W. nor to the Southward of W.S.W.

But if a Ship can lie Weſt, or ſomewhat nearer, we muſt not ſuppoſe much; becauſe if the Fleet can make better than a Weſt Way in, and an Eaſt Way off, they have no Occaſion to Anchor; however, if the Enemy ſhould lie to Windward of the E. and W. ſuppoſe W. by S. then muſt the Leeward Ships not bring up to the Northward of the Weſt from the Man of War, but rather W. by S.

I hope, in the Words of Mr. *Park*, that the Intention of this will not be otherwiſe conſtructed than a pure Deſign to hint unto the Maſters of ſmall Veſſels (ſuch as are not ſo well acquainted) how they may Anchor under the Protection of a Man of War; this being a Thing they ought to underſtand as perfectly as the Commander of the Convoy: For if they do not or cannot herein perform their Duty, the Captain of the Convoy may have Part of his Fleet ſpoiled, and his Honour leſſened undeſervedly.

How SHIPS *are to be fortified in an Harbour.*

IF Ships in an Harbour or River, are apprehenſive of being attacked, or the like, it is then very neceſſary that they make Preparations to defend themſelves, and it is thought that the beſt and ſafeſt Methods to perform this, is by erecting Batteries upon the Shore, and laying a Boom thwart the River. As to military Fortifications, I do not herein intend to treat about it, (referring thoſe Gentlemen that are deſirous to be therewith acquainted, under the Directions of a proper Maſter, or ſuch Authors who have particularly writ upon the Subject) but confine myſelf to the Naval Part thereof, as it more immediately comes under the Directions of the Maſter or Commander; and this I ſhall exhibit according to the Judgment and Opinion of the ingenious Captain *Park*.

I. *The Advantages and Diſadvantages of Mooring in a Tideway conſidered.*

BEFORE the Boom is laid, it will be neceſſary to appoint the Place where to moor the Ships, ſo that they may be ſecured againſt the Enemy's Fire-ſhips, and yet annoy their Ships of War: Theſe two Points are to be well conſidered, and the Situation of the Land at the ſame Time: In order therefore to aſſiſt in this neceſſary Conſideration, we will examine into the Matter as far as we are able; And,

Firſt, We will ſee what Advantage the Enemy has of a Ship moored in the Stream.

Secondly, The Advantage ſuch a Ship has of the Enemy.

Thirdly, The Advantage the Enemy has of a Ship moored out of the Stream.

Laſtly, The Advantage a Ship out of the Stream has over the Enemy.

Here we ſhall not ſpeak of the Advantages and Diſadvantages in reſpect of the Enemy, but thoſe of the Tide, &c.

Firſt,

First, The Advantage the Enemy has of a Ship moored in the Stream.

1. A Ship moored in the Stream cannot ſo eaſily have her Broadſide brought to gaul the Enemy in his Approach, who always comes with his Stream: This is not ſo much in reſpect to their Ships of War; for if the Tide run too hot for one to lie thwart, it does certainly for the other, if their Ground Tackling be alike in Goodneſs.

2. It is their Fireſhips that are to be feared in this Caſe, who will Board you notwithſtanding all Oppoſition, if you have no Boom, or if it be forced; for in this Poſition you can only fire your Chace Guns.

3. And if you heave thwart, he will be the more certain of grapling with you; for though he comes upon you expoſed to your Broadſide, yet that will never ſtop the Progreſs of the Fireſhip, unleſs you ſink her; for if the Commiſſion-Officers that bring her on have no great Courage and forſake her, yet the Tide will ſupply their Deficiency.

4. In riding in the Stream, the Cables are expoſed to the Enemy, and if a Chance Shot happens to ſtrike them, the Ship will ſwing upon the Tide, and ſo the Enemy have the Opportunity of raking you fore and aft: and if the Enemy has any Conduct, he may lay his Anchors ſo, that his Cables ſhall be in no Danger from your Shot.

5. Another Advantage the Enemy has, viz. he may with his Ships of War Board you, and then your Forts and Platforms a-ſhore are uſeleſs.

6. As you are moored thwart the Stream, the Enemy may drop a ſmall Anchor out a-ſtern, veer thwart your Hawſe, and ſo conſtrain you to alter your Poſition, or rake you fore and aft.

7. In riding thwart the Stream, the Cables bear a more than ordinary Strain, and are apt to break, or an Anchor to ſtart, and the Ship ſwing upon the Tide; then it is ten to one that the other Anchors ſtart alſo, and ſhe ſwing to Leeward.

But it is to be obſerved that the Enemy have only all theſe Advantages while the Tide ſets in; for when the contrary, they

are on the Defendant's Side; and it muſt be confeſſed if there be ſuch a Place where the Tide runs continually out, (if the Wind do not blow always in) the beſt Way is to moor in the Stream.

Secondly, The Advantages ſuch a Ship has of the Enemy.

1. When the Ship is moored thwart the Tide, ſhe will rake the Enemy in his Approach fore and aft: and ſo may do him a conſiderable Deal of Damage before he is thwart the Stream to batter.

2. In riding thus in the Stream, (according to the common Situation of Rivers) the Enemy cannot batter you under Covert.

Theſe are the Advantages and Diſadvantages of mooring in a Tideway; we ſhall now conſider the contrary. And,

Thirdly, The Advantage the Enemy hath of a Ship moored out of the Stream.

1. In approaching, the Enemy is in no Danger of being raked fore and aft; though according as the Land lies, a Ship may be ſo moored out of the Stream, as to rake the Enemy in his Approach.

2. The Enemy's Men are not much expoſed in mooring; for it is but dropping his Anchor, and he may veer along your Side; or, if you lie thwart the River, acroſs your Hawſe: this, as the River drenches along, may likewiſe be altered by riding in the Wake of a Point; for ſhould the Enemy drop his Anchor before he be about the Point, he cannot veer along-ſide, and if he let go his Anchor after he is about the Point, he may be a-ſtern before he is brought up.

Laſtly, The Advantage a Ship out of the Stream hath over the Enemy.

1. A Ship moored out of the Stream, is in no great Danger of Fireſhips driving Aboard: and ſo far as my Memory extends, ſays Mr. *Park*, Page 221, I remember not one Inſtance of the *French* grappling a Ship in an Harbour, (before they left the Fireſhip) while the Ship attacked was in a Condition to make Defence, and her Company on Board.

2. A

2. A Ship thus moored having her Cables ſhot, is in no Danger of driving, if, as it often happens in Engagements, it proves Calm.

3. In being moored out of the Stream (unleſs the Wind unluckily favour) the Enemy cannot be thwart your Hawſe, unleſs he tows thither with his Boats, and then they and their Crews are expoſed to your Cannon, which may prove fatal to the Enemy, unleſs they have a great Naval Force to countenance the Attack, and aſſiſt the Ships engaged with their Boats; but a prudent Commander will never attempt it, for ſhould the Boats be diſabled, and their Crews diſheartened, a Retreat may be impoſſible for Want of their Aſſiſtance.

II. *The Advantages and Diſadvantages conſidered in Reſpect to the Wind.*

NEXT to the Stream is to be conſidered the Wind, but that being variable is dangerous to be complied with, (except in the Trades) for having fortified the Place where the Ships are moored, it may prove of ill Conſequence to forſake your Fortifications for the Wind; for though your Ships may be eaſily removed, yet your Works upon the Land cannot, without a Repetition of your Labour, and ſomething added, by tranſporting your Cannon, and demoliſhing your old Lines; unleſs you have Hands enough to entrench in all Places where Advantages offer in reſpect to the Wind.

And in reſpect to that, we will conſider the Advantages and Diſadvantages to Windward and Leeward.

Thoſe to Windward are,

1. In this Poſition you are free from the Smoke, the ill Conſequence of which was ſpoken of before.

2. If you ſhoot the Enemy's Moorings he will drive a-ſhore to Leeward, then muſt his Boats be expoſed to your Cannon in carrying an Anchor to Windward to heave off, which if the Boats lay to paſs, yet he will be raked fore and aft as he heaves; and if your Shot take place, they muſt do a conſiderable Deal of Damage among his Men, ſtanding thick

thick at the Capſtern: But I rather incline to believe that the Ship ſo grounded would never come off.

3. Again, if you are moored to Windward, your Cables are covered by your Ship, and may be ſeized to Clamps and Cleats nailed to the Side from the Enemy, and ſo your Ship may be ſecured in her Moorings againſt Random Shot: And this ought to be provided for by Commanders, for preventing the only Diſadvantage that attend Ships moored to Windward, which is,

That if their Cables be ſhot, they drive out upon the Enemy, or ſwing Head at Wind; if the former, they may be boarded by the Enemy's Fire-ſhips, or Ships of War, and then as before obſerved, your Forts can no Ways be ſerviceable, but may be a Prejudice to you inſtead of the Enemy: If the latter, the Enemy rakes you fore and aft; but perhaps neither of theſe may happen, and the Ship may drive to Leeward, the Diſadvantages of which Poſition we ſhall now mention: And,

1. If you are moored to Leeward, the Enemy's Fire-ſhips may be ſent on Board, notwithſtanding all Oppoſition, unleſs ſome Shoal, or the like intervene.

2. If under this Poſition you ſhoot your Enemy's Cables, he not minding to cover them with his Hull, and he drives a-ſhore or upon you, covers his Boats with his Hull, while they carry an Anchor to Windward and heave off.

3. Your Anchors lying to Windward, ſhould the Enemy ſhoot your Moorings, you will ſwing a-head to Wind, and in that Poſition he will rake you fore and aft; and if you go to carry out an Anchor, to heave up your Broadſide againſt the Enemy, he will have too great an Advantage of your Boats. Some may imagine an Anchor may not be carried out, only a Spring clapped upon the Cable; but perhaps you will be too near the Shore for that.

III. *The Advantages of the Land conſidered, in mooring Ships.*

HAVING given ſome Hints for the Mooring of Ships in Reſpect of the Wind and Tide, we will now conſider what

what Regard is to be had to the Land. And I do eſteem, ſays Mr. *Park*, with Submiſſion to better Judgements, the Wake of a Point, or an Iſland the moſt proper Places in a River; which is preferable, cannot eaſily be determined, becauſe of the various Situation of Places, and the Force of the Enemy. If you are like to be attacked by a conſiderable Number of Land Forces, an Iſland is the beſt Place to fortify; becauſe Nature has ſurrounded the Place with a Ditch, ſo that if the Soldiers advance, it muſt be in their Boats, and the Enemy can promiſe themſelves but little Succeſs in attempting to ſtorm that Way: For Men coming out of a Boat cannot march Rank and File, on the contrary, ſome tumble down by the Boat's ſtriking the Shore, others by her rocking; and at their Landing, the Unſkilfulneſs of the Soldiers adds to their Confuſion, for four of five ſtepping upon the Boat's Gunnel, brings her down upon the Bilge, and as they jump out, eager of the Battle, over goes the Boat upon the other Bilge, the Men tumbling down perhaps with their Firelocks in the Water, and before they can be up, the others are advanced ſome Paces; beſides, being wet in Landing, they cannot be ſo active as at other Times: Now what can offer more advantageous to the entrenched Enemy, than Men in this Confuſion within Shot of their Works, they may be deſtroyed before they can be brought into Order.

But if no ſtrong Attacks by Land are feared, a Point is beſt, becauſe of laying the Boom: Now ſhould that be forced, (which muſt be upon the Flood) before the Fire-ſhips can be on Board a Ship thus moored, ſhe will be hurried by the Tide beyond; and if the Place any Way favours your Ship, it will be found impracticable to Board a Ship thus moored with ſuch a Wind and Tide as the Enemy muſt have to force the Boom, unleſs he expoſes his Boats in carrying out an Anchor to warp over, the ill Conſequence of which has been mentioned before; or ſome unaccountable Accident intervene.

It may be objected, that the Ship's Broadſides cannot be brought to bear upon the Enemy when coming to force the Boom, and that they may be battered over the Point.

In

In Anſwer to the Firſt, it is no Matter whether the Broadſides do or not, becauſe if Time will permit, it is proper to get all their Guns a-ſhore, except thoſe of the ſmalleſt Nature, which may be put down upon the Lower-Deck, which may ſerve to flank the Boom.

In Anſwer to the Second, the Enemy will have an uncomfortable Lying, to batter the Ships over the Point, becauſe of the Fortifications on Shore, But this is to be underſtood of five or ſix Ships, not of a Fleet; for then the Wake of a Point will not hold them.

As for Rivers that have no Points or Iſlands; if ſuch be, they muſt get, if they can, under the Wake of a Shoal, and fortify there; or if none, as well as their Judgment will direct; for it is impoſſible to give Directions in all Caſes.

IV. *How to ſet up a Boom.*

THE only Invention to keep an Enemy out of a River, is, by ſtretching a Cable thwart its Mouth, and to that laſh Yards, or Top-maſts, &c. to ſwim or float it: Without this a Fort is but of little Service, and an Enemy may at his Pleaſure paſs it with the Help of a good Tide and a leading Gale of Wind: As it therefore has been found that neither Forts nor Caſtles can ſtop the Enterprizes of the Brave, they have invented theſe Booms; though as they are made, they have been found but of little Service, and as often forced as attacked. This, very probably, may proceed from the little Care that is taken to hide the Cable, which if once cut, the whole Boom is uſeleſs. The beſt Way therefore to prevent that, is to cut down a Number of Batlings or Spars (if there be a Wood near) about 20, 30, or 40 Feet long, more or leſs, and 5, 6, 7, 8, 9, or 10 Inches Diameter: Having a ſufficient Quantity of theſe at Hand, and two Sheet-Anchors in two Long-Boats, moor them in the Place you deſign your Boom ſhall begin: Then bend two Cables to theſe Anchors, and around them place your Spars or Poles, frapping on each with Ratling Stuff, (or better, with larger Rope) 'till the Boom is 7, 8, 9, 10 or

or more (according to the Number of Men) Feet in Diameter, the Cables being in the midſt; then take ſome Iron Hoops, and riveting them together, line the Boom, driving through the Hoop into almoſt every Spar a Nail. After you have wrought a good Birth from the Anchors, drop them, and continue your Work till you are near the Edge of the River, then over all laſh your Spare-yards and Top-maſts with your Top-chains, as far as the Channel goes, the remaining Part being wrought as you began, drop two more Anchors.

To that Part of the Cable in the Channel, that makes the Boom, muſt Cables be faſtened, and over the Clinch let the Batlings or Spars be wrought, near ten Fathoms of the Cables bent to Anchors laid down the Stream, that the Enemy may not cut thoſe Cables. Theſe will be ſerviceable when the Enemy comes ſtumbling againſt it; or if he force it in one Place, the Whole will not be opened. It need not be mentioned how this Boom may be floated to open the River; for if the Place be never ſo frequented, few Ships can come in while the Enemy is before it; and when he is not there, the Boom is not wanted: However, if it be found convenient and ſafe to open the Paſſage, you may trip the Anchors down the Stream, and upon one Shore, then let the Boats upon the Ebb ſwing down the Stream, that upon the Flood the Boom may be laid, if the Enemy appear in Sight; which muſt be done the firſt of the Tide; for upon the Ebb there is no Danger, becauſe if the Wind be right in, an Enemy will not Adventure againſt the Tide, a Ship makes ſuch wild Steerage, and ſhould ſhe ground, ſhe muſt lie there till Flood, which may prove fatal from the Shore, or Deſigns of the Enemy; and againſt the Wind and Tide the Enemy cannot come in. If the Boom be carried up to the Flood, and the Enemy at the Beninning of next Flood appear, the Boom cannot be relaid 'till the Ebb, and before that the Enemy may have accompliſhed his Deſign.

And now the Boom is fixed, we muſt conſider how it is to be laid, which may be in two Reſpects; Firſt, thwart a River that hath no Windings or Turnings: Secondly, from

a Point to a Bight. Under both we will ſhew how to erect Fortifications to defend the Boom, and at the ſame Time to protect the Ships.

V. *How to lay the Boom and erect Fortifications in a ſtrait River.*

LET the River be ABC, the Entrance G, and ſuppoſe the Wind blows chiefly from B to A. Now if the Boom be laid thwart this River, the Ships with a leading Wind, will run right againſt it, and ſo hazards its breaking, by ſtriking it with a Force that comes direct: Whereas could the Bottom be laid in ſuch a Manner, that the Ship muſt take it upon her Bow, the Blow would be diverted by the Ship's caſting.

This is only to be done by ſtretching the Boom thwart the River ſloping, as from B to A, the lowermoſt End, which is next the Enemy, being upon the Weather Side. It being laid thus, the Enemy cannot poſſibly run right againſt it; for the Ship muſt be near before the Helm be put down, to bring the Ship's Head to the Boom, and then it is ten to one whether ſhe comes too ſo nicely to take the Boom. (*Fig.* 4.) Not to mention the Miſtakes in a Confuſion committed by the Man at the Helm, and he upon the Cond, nor the Smoke; for if all was quiet, I take it for granted, that the Ship would caſt along-ſide the Boom. Then a Battery of good Cannon being erected at A, will take him fore and aft; and another from D to B, to play upon his Broadſide with Double-round and Partridge, muſt make a great Slaughter among his Men cutting at the Boom. But ſhould he not ſwing along-ſide the Boom, but lie Stem to againſt it; then will the Battery at D rake him fore and aft, while A plays upon his Broadſide.

What Form theſe Works muſt be on, is left to the Judgment of the Deſigner, who, (if he approves them) may follow thoſe of the Figure.

The Ships muſt be moored in an Half-moon, with their Broadſides flanking the Boom, as in the Figure. And ſeveral old Ships, or if the worſe ſort, may be ſunk as ſoon as

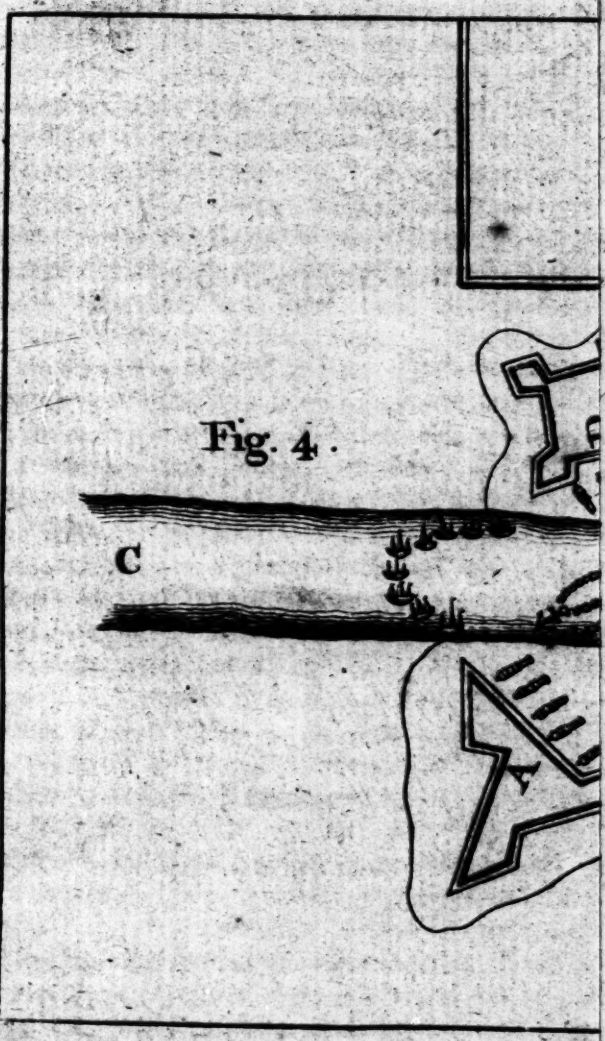

Fig. 4.

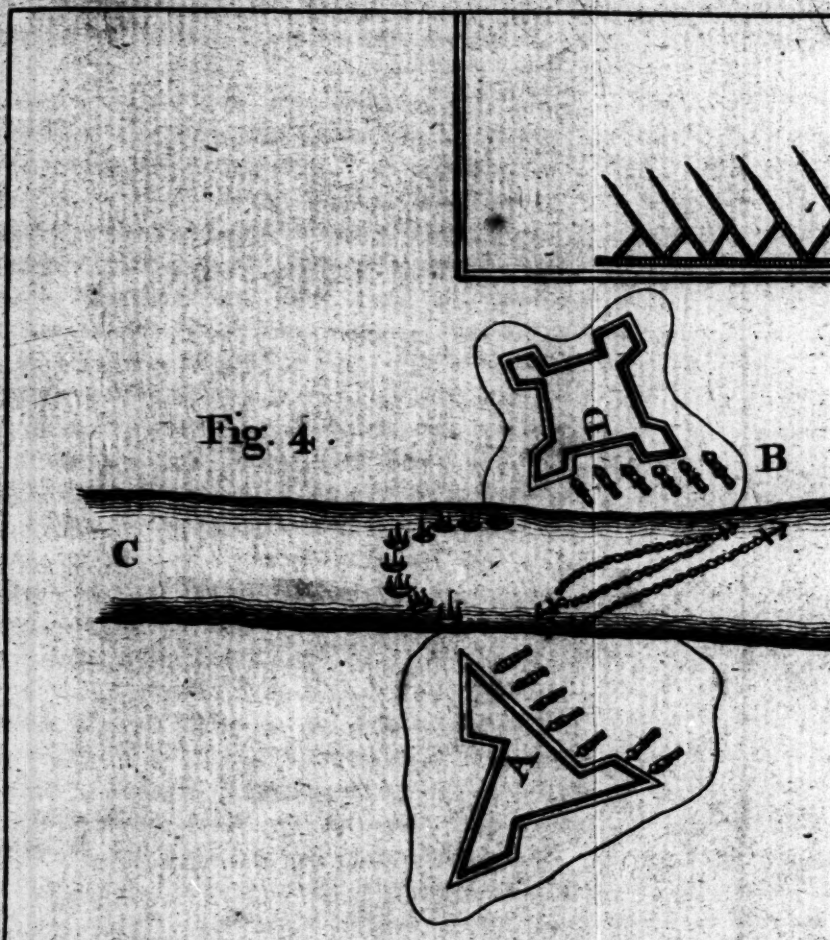

Fig. 4.

Fig. 6.

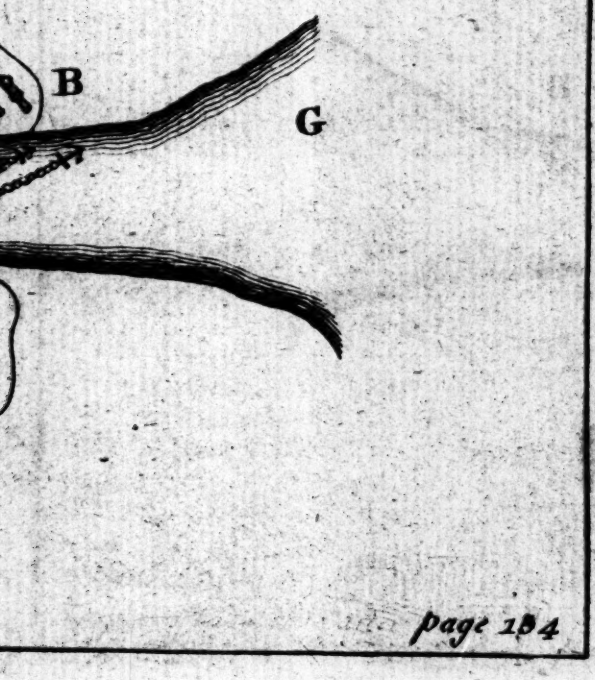

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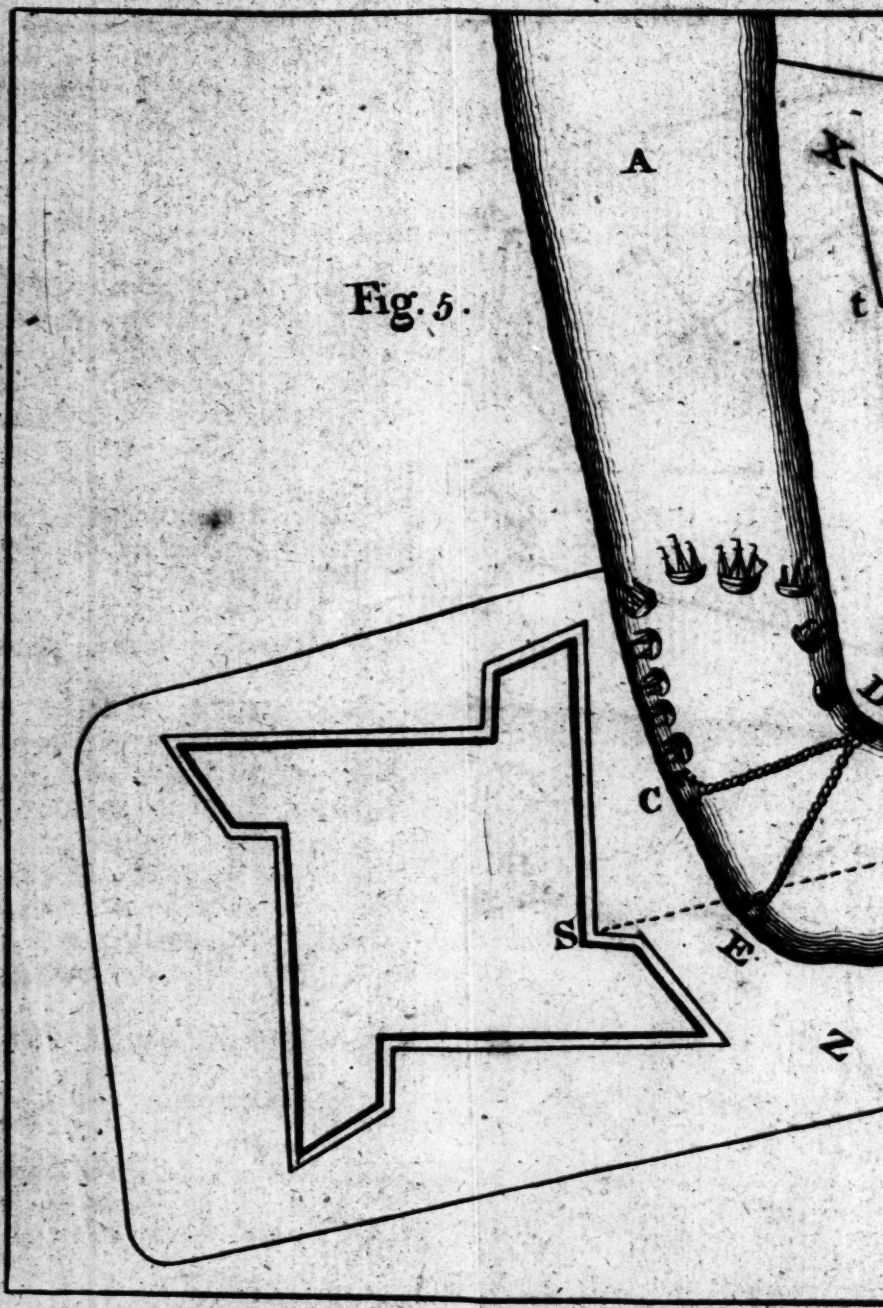
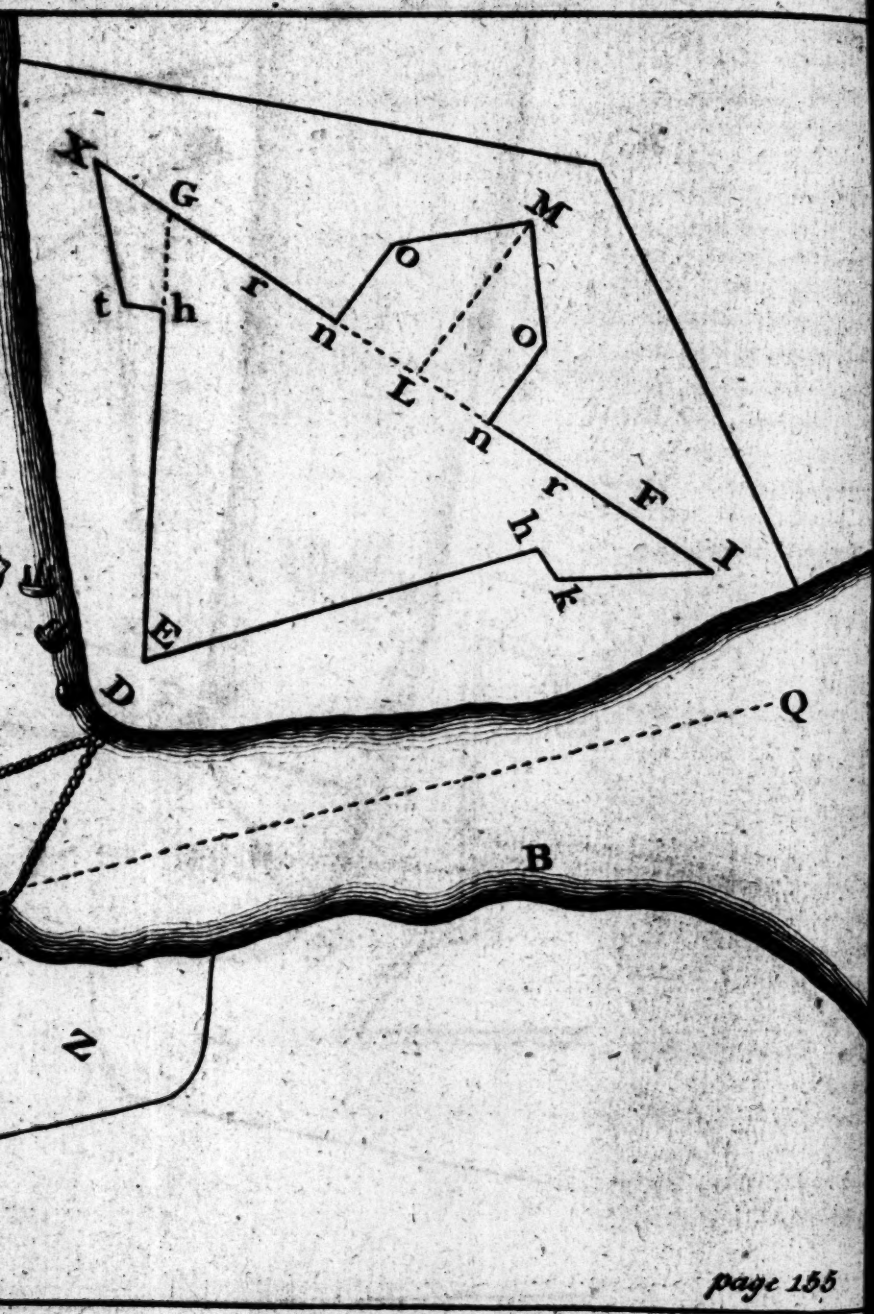
Fig. 5.

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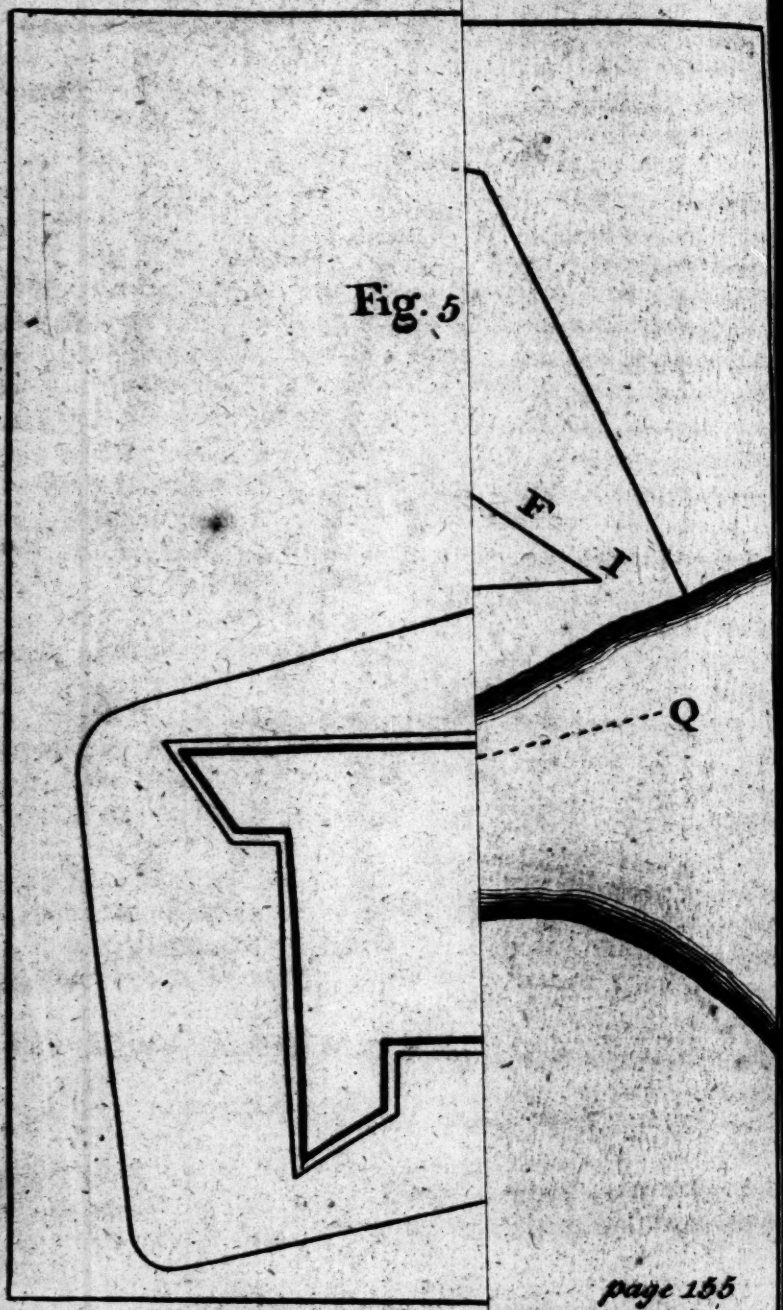

Fig. 5

as the Caſtle D makes a Signal that the Boom will be cut: For this Purpoſe they muſt have large Scuttles ready cut; but by the Way, it would be extraordinary Conduct to have a ſmall Boom to divert the Enemy, that the Ships may be ſunk in the Channel before he Boards them.

As for the reſt of the Ships they muſt be left to the Judgment of their Commanders, and if no other Remedy, they may get a-ſhore to Windward if they can, and there defend themſelves from the Enemy's Boats and Fireſhips. If the whole be ſeriouſly conſidered, the chief Strength will be found to conſiſt in the Boom: If therefore a double, triple or four-fold Boom was laid, it would make the Place ſo much the ſtronger: And in ſtretching theſe, the Trouble of Anchors may be ſpared, by making your Cables faſt to the firſt, and ſo let them float in a Bight, and by a ſmall Anchor ride upon the Ebb, to keep clear of the other.

VI. *To fortify upon a Point.*

A Point, as was obſerved in *Art.* 3. is the beſt to protect Ships from the Enemy; and a Boom laid from a Point to the oppoſite Bight is the propereſt for obſtructing the Enemy's Fireſhips, and Ships of War: And Fortifications can be beſt erected there to gall the Enemy, as may be evident by the following Example, without a Train of Arguments, *Fig.* 5.

Suppoſe the River ABQ is to be fortified: From the Point D to the oppoſite Bight E, lay two Booms DC, DE, and it is ten Thouſand to one if a Ship anſwers her Helm ſo timely in Bearing or Looſing about the Point, as to take it with her Stem, and if ſhe ſmite it with her Bow ſhe caſts.

Upon the Point D let a Fort be erected; if the Point be acute it may be Triangular; if Right-angled, it may be a Square; but if Obtuſe it may be a Pentagon: Take an Example of the firſt.

About four Fathom from the Point, as at E, draw two Lines EF, EG, parallel to the Bank of the River, and 400 or 500 Feet or more: Join FG, and divide EF and EG

EG into five equal Parts at h, one-fifth from F and G; raiſe Perpendiculars k h, t h, each 14 Feet for Flanks; where may be planted Faulconets in each, to gall the Enemy if he attempts to ſtorm the Place in Boats: Let FG be extended both Ways within eight Feet of the Water's Edge, to I and K, and then draw the Faces I k, X t: Upon theſe and the Curtains h E let your Cannon be planted as thick as poſſible.

For the Land Side I, X, it will be neceſſary to have a Baſtion in the middle of the Rampart, and that will be far better than compleating theſe diſproportioned Semi-baſtions; beſides it will be nearer the Angular-Points of the Semi-baſtions, than the Whole if compleated will be to one another, and conſequently the Shot more ſerviceable: It is thus made; divide I X into two equal Parts in L, and riſe the Perpendicular LM, divide LI, LX into four equal Parts, three-fourths from L raiſe the Perpendiculars n o equal to NL; laſtly, laying a Ruler over o and r two-fourths from I or X, draw the Faces O M.

The Point being fortified, draw in the middle of the River QS parallel to the Side of the Fort; at S erect a Square, that may rake the Enemy fore and aft, if he lies to batter the Works upon the Point; as alſo when he approaches the Boom.

Beſides, you may have a Battery of Guns at I, to gall the Enemy in his Approach; and another at Z, round which next the Land muſt be caſt up Lines.

As for the Ships, they muſt be moored in an Half-moon, to batter the Enemy when he attempts the Boom.

If the Commanders judge other Works neceſſary, they muſt erect them according to the Situation of the Place.

VII. *Fireſhips may be placed between the Booms.*

The Manner of managing them.

BETWEEN the firſt and ſecond Boom, let ſome old Ships be placed and fixed up for Fireſhips. From each let

let two Hawſers be carried a-ſhore, one to each Side, and let two Cramps be fixed up, that as ſoon as the Enemy has paſſed the firſt Boom, theſe Ships may be ſet on Fire, and heaved in the Way, and then nothing can hinder the Enemy's Deſtruction. The Boat may pull a-ſhore as ſoon as Fire is ſet under Covert of the Ship without any apparent Danger; for ſuch will be the Enemy's Conſternation, that they will ſoon leave Firing. The Hawſers may be faſtened to Clamps nailed below the Water-line, that they may not be burnt, nor the Enemy cut them. Having boarded the Weathermoſt Ship, you may heave your Fireſhip and ſhe on Board the Leewardmoſt. More Inſtructions are needleſs to our Seamen, who know how to manage this as dexterouſly as any Men in the World.

VIII. *Rafters, Stockadoes and Palliſadoes, how uſed.*

IF there be good Store of Timber at Hand, you may drive Stockadoes, (*i. e.* great Trees into the River,) elſe before your Booms ride Rafters of Trees, with good Anchors, making your Cables faſt, ſo as the Enemy cannot come at them to cut them: Theſe will be of ſingular Uſe in putting the Enemy into Diſorder, if Rubbiſh be laid upon them and Fires be made, when the Enemy appears in Sight, which will put him to ſome Conſternation; and perhaps cauſe him to chop to an Anchor, and loſe Time or his Tide; and thus you may do every Flood; but you muſt be mindful that the Smoke be not great if to Windward of your Works.

There is another Uſe you may put theſe Trees to, that is for Palliſadoes, which muſt be ſet in the Middle of your Ditch if it be dry, or upon the Foot of the Counterſcarp; but upon the Water they will be of great Uſe, if there be but two Landing Places, and thoſe but ſmall, or before your Fortifications; where you may ſet ſome, whoſe Tops ſhall be even with the Surface of the Water when the Tide is at the loweſt; and ſome nearer in, a Foot and an half higher, and ſo 'till you come within a Foot of the Surface at High-

water. These may be about five Feet high, and that they ſtand firm, you may ſet them ſtooping towards the Enemy, and nail on Braces, (*Fig.* 6.)

IX. *To make Gabions before your Cannon.*

IF your Works are to be erected by Seamen, they will ſcarcely be over curious in the Profile, and indeed it will require more Time and Hands than they have to ſpare; however, towards the Land they muſt at leaſt make their Ramparts above Man's Height, and Cannon Proof, which with their Ditch will be indifferent ſtrong; the Parapet may be four Feet high. Next to the Water, Nature has in moſt Places made a very good Ditch, and this may ſerve if Time will not permit to finiſh your Work; yet for the Security of your Men, between your Guns drive Stakes into the Ground, and between them work green Boughs, as Sailors paſs the Ball when they make Mats; thoſe filled with Earth will ſerve as Corbeils or Gabions. The Earth you fill theſe with may be dug from between them, or oppoſite to the Vacancy, ſo as the Corner of the Hole may be at the Corner of the Gabion, and then you will have a Line of Ditch-work and Breaſt-work. They may be ſeven Feet high, and Foot-banks may be erected on the Land-ſide for the Men to fire over. If you have Time to finiſh your Works, this Proviſion muſt be made before your Batteries under your Works.

X. *Maxims to be obſerved in an Harbour, when you begin to fortify.*

1. IF there be an Hill within Cannon-Shot of your Works, it muſt be ſecured by a ſmall Sconce, erected upon its Top, where ought to be placed ſome Cannon of a ſmall Nature.

2. If a Wood be within Cannon-Shot of your Works it muſt be cut down, and the Timber employed about your Works.

3. The

3. The Commander muſt inform himſelf before he makes his Works, whether the Enemy, by cutting any Bank, &c. can lay the Place under Water.

4. Let a Spring of freſh Water be ſecured by a Sconce, and a Guard of reſolute Fellows.

5. Let your Ships be moored ſo as they may rake the Enemy fore and aft when he batters your Works.

6. Let not your Ships be moored before your Fortifications.

7. Let not your Ships be poſted near any Town or Village, unleſs abſolute Neceſſity require it to cover the Town, or the Thing be unavoidable, leſt the Shot and Bombs that miſs you deſtroy the Town.

8. Let not one Ship touch another when moored, that the Enemy may be obliged to burn each Ship ſingle.

9. Let the Ships be unrigged, and the Shrouds ſtript from the Maſt-head, that the Graplings of Fire-ſhips may have no Hold.

10. Let all the Buoys be taken from the Anchors that ride the Booms, that the Enemy may not trip them.

11. Let all the Land-marks be removed, that direct their Steerage into, or up the River.

12. Unleſs the Cargo be a-ſhore, let no Man's Cheſt nor Cloaths (from the Captain to the Swabber,) be carried out of the Ship.

13. Let your Sails be carried a-ſhore for Tents, and moſt of your Gunners Stores, that if the worſt happen to your Ships, your Forts may have Store of Ammunition.

14. Let not your Powder be altogether in your Forts; that if an Accident happen, the Whole may not be deſtroyed.

15. Let Out-guards and Centinels be placed upon and near the Banks of the River; and let ſome each Night in nimble Boats armed paſs down the Stream to watch the Motion of the Enemy; and in this the Commanders are to act the Part of careful Generals to prevent Surprize.

INSTRUCTIONS *for a Captain's Clerk, or the Method of keeping the Books and Accounts of His Majesty's Ships of War, in Order as they are passed at the several Offices, according to the several Articles of the Printed Instructions annexed to the Captain's Commission,* viz.

Clerk of the Acts and Comptroller's Office.

General Muster-Book.

ARTICLE 7. Your Captain's Commission to be seen at the Comptroller's Office.

Art. 11. Not to bear more Men than your Complement on your Muster Book, nor Supernumeraries without an Order; your Supernumeraries to be entered by themselves at the End of your General Muster-Book.

Art. 13. The first Column on your General Muster-Book is the Number or Place each Man stands on according to his Entry, and is generally marked at every fifth Name; the next two are the Day of the Month and Year of every Man's Entry on Board; the fourth, from what Ship or Place you received your Men; or in the Place of these, whether pressed, or Volunteers; the fifth, is for the Number and Letter which is marked on the Ticket to prevent Forgery, Copies whereof are always kept at the Navy-Office, the Tickets being cut from the Copies after the Manner of Indentures; the sixth Column is for the Mens Names and Quality, as Able, Ordinary, or Midshipmen, &c. the seventh is for Discharge, of which there are several Sorts, and must be distinguished with the several Letters.

Proper

Proper Marks for the Diſcharges on the Muſter-Book

Letters proper for each of them as follows:

Diſcharge——————D. (Reaſon: Per Order. Preferment. Requeſt.)

Dead——————DD

Run——————R

Not returned from the Hoſpital in 28 Days. } Dſq whither

The Eighth and Ninth Columns are for the Day, Month, and Year, on which each Man was diſcharged, dead, dſq, or run.

The Tenth Column is the Reaſon why each Man was diſcharged, to which Regard muſt be had, and exactly ſet off, whether per Order, Prefermen', or Requeſt, &c. there were formerly other Reaſons, ſuch as Infirmity, or turned over to other Ships, Sickneſs, old Age, &c. and thoſe laſt were by Order of Parliament paid their full Wages in one Month's Time after their Tickets were produced at the Navy-Office, but this is now made void.

Art. 13. If any Man is diſcharged into another Ship, that Ship's Name muſt be mentioned (in the Column of whither) if Run or Dſq, the Place or Hoſpital where muſt be named in the ſaid Column. The three following Columns for the Slopſellers therein named are deſigned for the more regularly diſtinguiſhing what is due to each Man, and muſt be very carefully ſet down againſt the Mens Names to whom ſuch Slops were iſſued, in the proper Column of that Slopſeller that ſupplied them.

The Columns for Beds, Tobacco, and Dead Mens Cloaths are deſigned for the ſame Purpoſe, and muſt be ſet off in the ſame Manner; the Particulars of all theſe are kept exactly in your Slop-Book, from which you tranſmit the Total of the Prizes into your General Muſter-Book, and Monthly Muſter-Books; but Care muſt be taken that thoſe Iſſues were in the Time of your Muſter-Book.

The twelve Columns on the other Page of the General Muſter-Book are for the twelve Months in the Year; you

find they are ſub-divided into four ſmall Columns or Weeks, in every one whereof, according to the Captain's printed Inſtructions, you are to keep exact prick and cheque upon all who are abſent, and the reſt to be marked with the Muſter-Letters, noting always the Day of your Muſter on the Top of each of your ſmall Columns, and all the Letters of the Alphabet are uſed for muſtering the Ship's Company, excepting D, Q, R, S, which ſignifying Diſcharge, Quarter, Run, Sick on Shore.

Your Men abſent with Leave to be marked thus——✓
Without Leave——.
Sick on Shore——ſs

You muſt expreſs on the Margin, or ſecond Column, the Time of preſſed Men or Volunteers appearing firſt on Board, becauſe they may be entered and victualled on Board your Tender perhaps a Month or more before they appear on Board the Ship.

What Men you lend to other Ships you muſt check thus, viz. ✓, and ſet off in the Margin, third Column the Ship's Name they are lent to, and the Day they went from the Ship; and when they return the Day muſt be mentioned in the ſame Columns; the ſame muſt be done for Men Sick on Shore; but remember to mark your Sick (as above) thus ſs; if your Sick return not from the Hoſpital or Sick Quarters, before the Expiration of thirty Days, they muſt be Dſq; and re-entered on the Day they return, at which Time you muſt ſtrike out the Q. and ſet in the Column (of whence) the Number he ſtands in his former Entry, and on the firſt Entry in the Column (of whither) the Number on his laſt Entry.

You muſt have an Abſtract on your General Muſter-Book, the Number of Men Borne, Muſtered, Chequered, Sick on Shore, Number of Marines, Number of Supernumeraries; the Marines are always included in the Complement of Men; the Number of Muſtered, Chequed, and Sick on Shore, makes the Number Borne.

On the Front of your Book you muſt mention the Day of your Beginning Wages and Petty-Warrant, Place where, and Time of going to Sea, Proviſions, &c.

You

You muſt mention there likewiſe the Number of Men allowed for your Complement, and if altered at any Time the Day muſt be ſet down, and to how many reduced or encreaſed.

All this muſt likewiſe be exactly obſerved on your Monthly Muſter-Books, they being perfect Copies of the General Muſter-Book: On the latter Part of your General Muſter-Book, as well as your Monthly Books, you muſt never omit giving an Account of Men run, how they left the Ship, with your Captain's Opinion whether they ought to be relieved or not.

Article 16. To be very careful in right rating the Ship's Company, and not to ſtate more inferior Officers than are allowed.

20. Tickets muſt be made out of all diſcharged and dead Men, noting to whom you deliver them, and they muſt be all entered on your Ticket-Book, with the Number and Letters, ſet off exactly on your General Muſter-Book, as well as on your Ticket-Book: On the Front of this Book you muſt keep an Account of what blank Tickets you receive from Time to Time, mentioning the Number expended, and likewiſe what remains.

25. Your Account of Sick Men muſt likewiſe be kept on another Book, wherein muſt be particularly mentioned the Number on the Ship's Books, Time when, Place where, or Hoſpitals where ſuch Men are ſent, with the Day of Diſcharge from, or Return to the Ship again.

28. Your Iſſues of Slop-Cloaths, Beds, Tobacco, and Dead Mens Cloaths, muſt be charged on your Slop-Book to the Perſon to whom they were iſſued, and the Particulars exactly ſet down with the Prices, each in proper Columns; that a clear Diſtinction may be kept between the Slop-ſellers Beds, Tobacco, and Dead Mens Cloaths, the Day, Month, and Year of your Iſſues muſt always be mentioned; inſtead of an Alphabet to the Ship's Book, the Mens Names, with their Numbers, on the Muſter-Book, are to be ſet down ſucceſſively as they ſtand there.

At the End of the Slop-Book you muſt have a particular Account of your Dead Mens Cloaths, when they were ſold, to whom, with the Number of each Man on the Muſter Book and Slop-Book.

29. Your Purſer to make out ſix Pay-Books, that no more Names be on the Page than another, that all the ſix Books, every Page of each End with the ſame Man's Name, that your Slop-Cloaths, Beds, Tobacco, and Dead Mens Cloaths, (iſſued in the Time your Pay-Books were made for) be carefully ſet off thereon.

Your General Muſter-Book, Monthly Slop-Book, and all Tickets are ſigned by the Captain, Maſter, Purſer, and Boatſwain.

Your Sick-Book and Ticket-Book the ſame.

Your Marines, though Part of the Complement, to be entered by themſelves on your General Muſter-Book and Monthly Book, and a ſeparate Liſt of them, (beſides that on the Monthly Muſter-Books) to be always tranſmitted with your Monthly Books, in order to be ſent to the Secretary of War's Office for making up the Regimental Rolls, they being always paid in the ſame Manner with the Army; this Liſt muſt be always ſigned by their own Chief Officer on Board, if but a Serjeant.

The Supernumeraries to be entered likewiſe by themſelves, at the End of the General Muſter, and Monthly Books; and if any Supernumeraries for Victuals only, they ought to be entered by themſelves.

Comptroller of the Victualling Office Accounts of Proviſions on Board.

ARTICLE 4. That there be no Neglect in ſending the Proviſions on Board, &c.

6. The Captain's Clerk to keep an Account how the Proviſions came on Board, and that you may be the more able to do it, it is neceſſary you be always at the receiving the Proviſions, examine the Bill of Lading, that it agrees with the Contents received, and when the Purſer Indents, you are to demand a Copy thereof.

7. The

7. The Captain muſt certify that no Sea Proviſions were expended in Petty-Warrant.

8. To keep an Account of the Quantities of Proviſions from Time to Time received on Board, and by what Veſſel.

10. The Captain to ſign all Books and Papers relating to paſſing the Purſer's Victualling Account, and to take a Certificate from the Purſer thereof.

28. To certify that the Purſer did not embezzle or ſell the Proviſions, Biſcuit Bags, or Iron Hoops.

41. The Purſer is to certify that the Captain did not command him to victual Men, or iſſue out Proviſions, without a Warrant under his Hand.

47. That at the Removal or Death of a Purſer, a careful Survey be taken of the Proviſions by two or three Purſers, and likewiſe every Thing elſe in his Charge.

The Purſer to certify that he was neither ſuſpended nor confined; ſome Captains require the Certificate at the End of every Month.

Additional Inſtructions.

THE Captain to certify that all Proviſions mentioned in the Purſer's Indents, as well as what was otherwiſe ſupplied, were all received on Board, ſuch Part only excepted, for which he had Credit; that he did not receive any Money for Beer or ſhort Proviſions on Credit or otherwiſe, and that there were no Proviſions lent.

The Captain to ſign the Account of Proviſions received on Board.

The Captain muſt produce a Certificate from the Commiſſioners of the Victualling, that no Bills or other Accounts ſtand charged againſt him during the Time he commanded any of His Majeſty's Ships, and that before he receives a general Certificate for the Payment of his Wages.

Surveyor's

Surveyor's Office.

SURVEY-BOOK.

ARTICLE 3 and 9. The Boatſwain's Part of the Survey-Book, contains the Dimenſions, Quantity, and Quality of the Rigging, and all the Materials belonging to it, with an Abſtract of all Stores ſupplied, lent, or returned; it contains likewiſe an Abſtract of the Boatſwain's and Carpenter's Monthly Expence of Sea Stores; the Boatſwain's Part of it is to be taken Notice of in three ſeveral Places, viz. the Rigging Materials, appertaining to the Rigging, and the Sea-Stores.

When any Part of the Rigging is decayed, and not fit to remain in its Place any longer, it is expended and converted to another Uſe, and therefore muſt be carefully ſet off as expended againſt its Name, and that Part of the Survey-Book, in the proper Month that Expence was made.

The Materials muſt likewiſe be done after the ſame Manner, eſpecially the Blocks; but when Shivers, Hooks, Thimbles or Staples are expended, then you muſt for the firſt put over it, 1 Sh. 2 H. 3 Th. 4 St. to diſtinguiſh them from the Blocks, And, 3. The Expence of Sea Stores to be exactly mentioned every Month, as expended, againſt the Names of the Stores; the total Expence of each Specie ſet off, as well as the Total of your Stores lent, and returned at the End of your Voyage, when you fit out again, or before you paſs your Accounts, and likewiſe what remains to balance your Accounts. If the Twelve Months in your Survey-Book expire before you return home, or refit, you are to tranſmit the Remains of your Sea Stores into your Supplemental, and to be carried on after the ſame Manner as the Survey-Book: The Carpenter's Part of this Book is carried exactly in the ſame Method with that of the Boatſwain's Sea Stores.

The laſt Page of the Survey-Book is deſigned for a particular Account of the Loſs, and the extraordinary Expence

of

of great Stores; ſuch as Cables, Anchors, Sails, Maſts and Top-maſts, Yards, *&c.* the Occaſion of ſuch Loſs and Expence muſt be particularly mentioned, whether by hard Gales of Wind or other Accidents, the Latitude, Place where, Bearing of the Land, *&c.* an Example whereof you have in the Boatſwain's printed Expence-Book.

Articles 4, 5, and 6. To keep an Account of Stores brought on Board, and committed to the Cuſtody of the Boatſwain and Carpenter.

It is your Duty to ſee them received on Board, to take a particular Account thereof, and to examine thoſe Officers Indents, if they agree with the Quantity of Stores received.

9. 45. Your Captain muſt certify no Stores lent; if any, to mention them.

10. To keep Counter Books of the Boatſwain and Carpenter's Expence of Stores.

23. To certify no Stores were bought; if any, to mention them.

If your Captain is obliged in a Foreign Country to buy Stores of any Sort, a particular Care muſt be taken to get ſufficient Receipts, which muſt be produced as his Vouchers at paſſing your Accounts.

40. To certify no Shrouds or Back-ſtays ſhifted, or Top-maſts loſt; if any, to mention them, Time, Place, and Occaſion.

43, and 47. If your Boatſwain or Carpenter die, or are removed, the Remains of their Stores muſt be carefully ſurveyed.

A Certificate muſt be produced of the Time of their Death or Removal, with a Report of the Survey.

N.B. This Certificate you give at the Ticket-Office, to be given with your Ticket-Book and Journal.

If no Survey-Book was left by your Captain's Predeceſſor, your Captain muſt certify the ſame.

The Survey-Book to be ſigned by the Captain only.

The Boatſwain's and Carpenter's Expenſe-Book to be ſigned by the Captain, and the Boatſwain's Counterpart by the Maſter likewiſe.

Though

Though it is not neceſſary, yet it is common to have the Maſter and Boatſwain ſign, after the Captain, to the Captain's Counterpart of the Boatſwain's Expence; and the Carpenter to ſign the Captain's Counterpart of the Carpenter's Expence.

Office of Ordnance.

A Counterpart of the Gunner's Expenſe of Stores ſigned by the Captain only.

Admiralty-Office.

A Journal of the Proceeding of the Ship ſigned by the Captain.

Clerk of the Acts.

ARTICLE 2. To give a Weekly Account of the Ship's fitting.

13. The Qualifications of the Muſter-Books mentioned in the Comptroller's Certificate.

20. An Account of the Expence of Tickets.

45. A Journal of the Proceedings of the Ship.

46. The Ticket-Office, to certify what Officer is dead.

The Captain's Certificate, which relates to the Sixth and Twenty-eighth proceeding Articles, mentioned in the Comptrollers of the Victualling Certificate, and likewiſe in the Additional Inſtructions.

Captain's Certificate to the Purſer.

I Do hereby certify the Particulars following, relating to His Majeſty's Ship under my Command, between the Day of 178 and the Day of that the Complement of the ſaid Ship were Men all the Time of my Command; *if altered, inſert the Time and Number of Men.*

2. That the ſaid Ship was in the whole Allowance of Proviſions all the Time of my Command; *If otherwiſe, Time and Quality, and whether paid or not.*

3. That

3. That the ſaid Ship's Company was in Petty-Warrant from the Day of to the Day of and began Sea-Proviſions the next Day, and continued all the Time of my Command; no Sea Proviſions expended in Petty-Warrant (except the Particulars following) *if any expended, ſay the Reaſon*, for Want of a timely Supply, which the Purſer hath accounted for with the Victualler.

4. The Purſer hath continued in that Employment all the Time of my Command, and hath not ſold or embezzled the Proviſions, Caſks, Hoops, or Bags that were ordered him, *(if any other Purſer, his Name, and when ſucceeded the other,)* dated on Board the in this Day of

The Purſer's Certificate to the Captain relating to the 10th, 41ſt, *and* 47th *Articles.*

THESE are to certify the Right Honourable the Principal Officers and Commiſſioners of His Majeſty's Navy, that Captain *A. B.* hath ſigned all Accounts, Books and Papers relating to the paſſing of my Victualling Account, as Purſer of His Majeſty's Ship under his Command, between the Day of and Day of particularly for the Entry of Men and Expence of Caſk, and has not at any Time ſuſpended or confined me, nor ordered the Iſſuing of Proviſions upon any Account, but by Warrant under his Hand, nor done any Thing in Prejudice of my Office, contrary to the Rules of the Navy; dated on Board the Day of

Certificate relating to the Additional Inſtructions of the Captain.

THESE are to certify that all Proviſions mentioned in the Purſer's Indents, as well as what was otherwiſe ſupplied, were all received on Board, ſuch Part only excepted,

for which he had Credit; and that he did not receive any Money for Beer, ſhort Proviſions on Credit, or otherwiſe, and that there was no Proviſions lent *(if any mention to what Ship, Time and Place)* dated this &c.

The Captain's Certificate to the Surveyor's Office, which relates to the 9th, 45th, 23d, *and* 40th *Articles.*

THESE are to certify, that no Stores were lent, or bought by me, during the Time I commanded His Majeſty's Ship no Shrouds or Back-ſtays ſhifted or Top-maſt loſt; dated the Day of

Certificate when no Survey Book is left by the preceding Captain.

THESE are to certify, that no Survey-Book was left by the Right Honourable *K. L. D.* my Predeceſſor, when he was diſcharged from His Majeſty's Ship now under my Command. Given under my Hand on Board the ſaid Ship, at the Day of

FORMS of WEEKLY and other ACCOUNTS.

An ABSTRACT that is always annexed to the General and Monthly Books.

An ABSTRACT of MUSTERS on Board His Majesty's Ship Captain *A. B.*
Commander, between the Day of and the

Time Muft.	Year	Place where	By whom	Lre	Comp.	Borne	Muft	Che-qued	Sick on Shore.	Borne	Supernumeraries Muft.	Cheq.	Sick on Shore.

TICKET.

TICKET-BOOK.

An Account of TICKETS made out on Board His Majesty's Ship Captain A.B. Commander, between the Day of and the . of 178

Number on the Ship's Book.	Number and Letter of Tickets.	Mens Names	Quality	When made out.	Year	To whom delivered

Note. You ought to be careful not to deliver Tickets to any Person (except the Party,) without they have sufficient Power, such as an Assignment, Letter of Attorney, Will or Administration.

An Account of PAY-TICKETS received on Board His Majesty's Ship Captain A.B Commander, between the Day of and the following.

Time when Supplied.	From what Place.	From whom	Letter and Number of Tickets.	Quantity	

SICK-BOOK.

An Account of SICK MEN sent on Shore from on Board His Majesty's Ship

SICK-BOOK.

An Account of SICK MEN ſent on Shore, from on Board His Majeſty's Ship the
Captain A.B. Commander, between the Day of

Place where put Sick on Shore, or Name of the Hoſpital-Ship.	Time when.	Number on the Ships Books.	Men's Names.	D.D. D.S.Q. R. or returned.	Time of Diſcharge	Number of Days Abſent.

SLOP-BOOK.

An Account of SLOPS issued on Board His Majesty's Ship the Captain
A. B. Commander, between the Day of

N° on the Ship's Book.	When issued.	Year	Dr, John Strong.	Sloop Cloaths supplied by			Beds	Tobacco	Dead Men's Cloaths.
				Mr. Hains.	Mr. Martin	Mr. Cook.			

PAY-BOOK.

PAY-BOOK.

N°	Time of Entry	Year	Appearance.	Whence or whether preſſed or not.	Mens Names.	Quality.	D. or R.	Times of Diſcharge	Year.	Whither.

Slopſellers

The Seaman's Vade-Mecum.

PAY BOOK.

Slops supplied by	Beds	Tobacco.	Dead Mens Cloaths	6d. ℔ Month Greenwich Hoſpital.	Full Wages	Neat Wages	Short Allow.	Neglect.	To whom paid.

An Account of the Receipt of Paper on Board His Majeſty's Ship Captain *A. B.*
Commander, between the Day of

An Account of the Receipt of Paper on Board His Majesty's Ship Captain *A. B.*,
Commander, between the Day of

Time when received.	From what Place	From whom	Monthly Muster. Inf.	Monthly Muster. Out.	General Muster. Inf.	General Muster. Out.	Two Months Advance.	Two in 6 Inf.	Two in 6 Out.	General Pay. Inf.	General Pay. Out.	Age and Deſcription. Inſides.

An Account of the Receipt of Paper on Board His Majesty's Ship Captain A.B.
Commander, between the Day of

Time when expended.	To what Use expended	Monthly Muster.		General Muster.		Two Months Advance.		Two in 6		General Pay.		Age and Description.
		Inf.	Out.	Inf.	Out.	Inf.	Out.	Inf.	Out.	Inf.	Out.	Infides.

An Account of the Supply of Carpenter's Stores on Board His Majesty's Ship
Captain *A. B.* Commander, between the of and the

An Account of the Supply of Carpenter's Stores on Board His Majesty's Ship
Captain *A. B.* Commander, between the of and the

Time when supplied.	At what Place.	By whom.	Quality.	Quantity.

An Account of the Return of Carpenter's Stores on Board His Majesty's Ship Captain *A. B.* Commander, between the of and the

Time when returned.	To what Place.	To whom, or Storekeeper's Name.	Quality.	Quantity.

An Account of the Expence of Boatswain's Stores on Board His Majesty's Ship Captain *A.B.* Commander, between the and the

An Account of the Expence of Boatſwain's Stores on Board His Majeſty's Ship Captain *A.B.* Commander, between the and the

Day of the Month.	For what Uſe.	Species	Quantity.

N. B. The Gunner's and Carpenter's Expence Books are the ſame.

An Account of PROVISIONS received on Board His Majesty's Ship Captain A.B.
Commander, between the Day of

When received	Year	From what Victualing Office or Ship.	Where Riding	By what Vessel.	Masters Names.	Bread in Pounds.	Beer			Wine in Gallons.	Beef in 4 lb Pieces	Pork in 4lb Pieces
							Tuns	Hogsheads.	Gall.			

An Account of PROVISIONS received on Board His Majesty's Ship Captain A.B.
Commander, between the Day of

An Account of PROVISIONS received on Board His Majesty's Ship Captain A.B. Commander, between the Day of

Peaſe		Oatmeal		Flour in lb	Suet in lb.	Butter in lb	Cheeſe in lb.	Oyl in Gallons.	Caſks				Oyl-Jars	Iron Hoops	Biket Bags
Buſhels	Gallons,	Buſhels.	Gallons.						Butts	Puncheons	Hogſheads.	Barrels.			

An

WEEKLY ACCOUNT.

An Account of the State and Condition of His Majesty's Ship Captain A.B.
Commander, at this Day of

Number of Men																			
Complement.	Borne.	Cheque & why absent				Sick			Of the Number Borne.						Short of Complement.	Supernumeraries.			
		Mustered.	Widows Men.	Without Leave.	With Leave	On Board	On Shore	Hospital-Ship	Officers & Servants	Petty and Able.	Ordinary.	Landmen.	Number.	Marines or Soldiers / Of what Regiment		Belonging to other Ships.	Not Borne as Part of the Complemen of any Ship.		

The Seaman's Vade-Mecum,

An Account of the State and Condition of His Majesty's Ship Captain A.B.
Commander, at this Day of

An Account of the State and Condition of His Majesty's Ship Captain A.B.
Commander, at this Day of

Provisions on Board for the complement at whole Allowance. Days Week												Officers Stores Wanting.						
Bread	Beer.	Brandy	Rum.	Wine.	Beef.	Pork.	Peafe.	Oatmeal.	Butter.	Cheefe.	Oyl.	Vinegar.	Boatfwain.	Gunner.	Carpenter.	Abfent.	Occafion.	Condition of the Ship.	When laft cleaned.

N.B. Thefe Tables are to be joined with the Letters BB.

A Method how to caſt the Weekly Account.

N. B. Your muſtered, chequed, ſick, gives your Number Borne, which ſubtracted from the Complement, gives you what you are ſhort of it. Your Officers and Servants, ordinary Landmen and Marines added together, the total Number thereof ſubtracted from the Number Borne, gives you your petty and able: Your Officers and Servants, petty and able, ordinary Landmen and Marines added together, gives you the Number Borne, the Cook's Servant only reckoned in the Account, he being deemed by the Book of Inſtructions, though warranted, no more than a petty Officer. Your Sick on Board always muſtered, but in caſting weekly Account not reckoned, but only taken Notice of it as the Number of Sick on Board. Your Men ſent to the Hoſpital, Hoſpital-Ships, or ſick Quarters, are returned on your Books the Day they are diſcharged from thence, and victualled on Board the enſuing Day; but Men lent, or with Leave, victualled and returned the ſame Day they do return. This Account is always ſigned by the Captain.

N.B. Your Receipt of Proviſions on Board, ſigned by the Captain, Maſter, Boatſwain, Purſer; Receipt and Expence of Pay-Tickets ſigned by the Captain, Ditto of Paper, Supply and Returns of Officers Stores by ditto.

Rule to work a Proportion of Proviſions.

For 300 Men for 224 Days, (thus)

Multiply your Number of Men by the Number of Days to be victualled for, gives you your Bread in Pounds, and Beer in Gallons, which divide by ſeven, the Days in a Week, will give you your Pieces of Beef, Pork, and Quarts of Peaſe, which divided by four, (the Peaſe Days in a Week) gives you your Peaſe in Gallons, which multiplied by three, (the Cheeſe Days in a Week) gives you your Cheeſe in Pounds; and take the half of your Pounds of Cheeſe, be-

cauſe

cauſe your Cheeſe is always double your Butter) will give you your Pounds of Butter, and Gallons of Oatmeal. And to prove it, divide your Pounds of Bread and Beer by your Men, proves the Days Bread and Beer: Beef, Pork, and Peaſe divided by your Men, gives Weeks Beef, Pork, and Peaſe: Your Cheeſe divided by your Men, gives Weeks; and your Pounds of Oatmeal and Butter divided by your Men, gives Weeks Butter and Oatmeal,

EXAMPLE.

300	Men.
224	Days.
7)67200	Pounds of Bread and Gallons of Beer.
4) 9600	Pieces of Beef, Pork, and Quarts of Peaſe.
2400	Peaſe in Gallons.
3	
2) 7200	Pounds of Cheeſe.
3600	Pounds of Butter, and Gallons of Oatmeal.

To prove your Proportion by a Weekly Account, thus, (for Example)

Divide each of theſe by 300, the Number of Men.

300)672100(224 Days Bread and Beer. 96100 (32 Weeks Beef, Pork and Peaſe. 72100 (24 Week's Cheeſe. 36.00 (12 Weeks Butter and Gallons of Oatmeal.

FORM

FORM of a GUARD.

Ships ſpoke with by His Maleſty's Ship at Spithead, A.B, Commander, the Day of 17

Ships Names.	Maſters Names.	Where belonging.	Where bound.	Length of Paſſage.	Loading.	N° of Men	N° of Gun	N° of Tun	What built	Spoke with by whom.	Time.	By whom.	News. Time.

An Account of IMPREST MEN raiſed in the Expedition Tender, by Lieutenant A. B. of His Majeſty's Ship this Day of 17

An Account of IMPREST MEN raised in the Expedition Tender, by Lieutenant A. B. of His Majesty's Ship this Day of 17

Mens Names.	Raised — Time when	Year.	Place where	Quality.	Put on Board — Time when.	Ships Names.	Number on the Supernumerary List.

A Certificate is always given by the Captain to the Officer who raiſed them, annexed to it, as thus:

Theſe are to certify the Honourable the Principal Officers and Commiſſioners of His Majeſty's Navy, that the Men above-mentioned were impreſſed by Lieutenant *A.B.* of His Majeſty's Ship under my Command, and by him delivered on Board the ſaid Ship at and do find them as above, duly qualified, and fit and able to ſerve His Majeſty, and that I find them neither Foreigners, nor preſſed from Protections. Given under my Hand on Board the ſaid Ship at this Day of 178

J. S.

N.B. Seamen may have Slops as far as a Month's Wages in Time of Preſs, but not exceeding one Month's Pay in Value.

May have Slops once in two Months as far as Ten Shillings Value.

On the Pay-Books the Captain particularly is to note, as on his General and Monthly Books, the Value of Cloaths and Bedding the Men have been ſupplied with, and alſo on the Pay-Liſt for the two Months Advance.

The Clerk to take Account of all Stores that come on Board in his Time, and likewiſe of Proviſions.

Muſter-Books ſent every two Months to the Navy-Office.

The Captain, when removed into another Ship, is to leave Copies of Orders with his Succeſſor, and a compleat Book ſigned by himſelf; and to ſend up all the other Books and Accounts under his Charge to the Officers they reſpectively relate to, in order to the paſſing his Accounts.

Directions to the Warrant-Officers, as relating to the Captain's Clerk's Inſtructions.

BOatſwain is to paſs his Accounts at the End of the Voyage, and to deliver juſt Accounts of the Expences thereof to

to the Surveyor of the Navy, audited and vouched by the Captain and Maſter, with Account of all Stores he hath been ſupplied with from other Ships or Yards, or that have been bought by the Captain; or Stores lent or returned. He is to take proper Receipts for them, otherwiſe he will not be allowed to receive his Wages until his Accounts are paſt.

The Carpenter's is the ſame.

The Gunner is to keep his Book of Expences, and to be careful the Quantity of Stores expended be expreſſed in Words at Length, and not in Figures.

At cutting up of Cordage into Breechings, he muſt be ſure to get the Captain's Order for it; at the ſame Time he diſcharges himſelf of the Cordage expended, he is to charge himſelf with the Breechings into which it ſhall be converted; the like Method is to be uſed in the Converſion of any other Stores: He is to paſs his Accounts at the End of the Voyage, to deliver them into the Office of Ordnance, audited and vouched by the Captain only, not to receive his Wages without a Certificate from the Board, that he has diſcharged his Truſt faithfully; he is to make up his Accounts half Yearly, that is, an Abſtract of his Accounts of Receipts, Iſſues and Remains; *viz.* at *Midſummer* and *Chriſtmas*, to deliver the ſame ſigned by the Captain, who is to audit the ſaid Account, and to ſend them up to the Office of Ordnance certified by himſelf.

Captain is to be a Cheque on his Officers, and to keep Counter-Books of the Expence of the Ship's Stores, to audit the Accounts of Officers Stores once a Month, to ſign all ſuch Allowances as he makes thereupon, and not to paſs any Articles unduly ſigned; and is to deliver the ſaid Books which he has kept, of the Expence of Stores into the ſeveral Offices, ſigned by himſelf, Maſter, and each Officer, to his reſpective Counterpart; and is to demand from the Boatſwain, Gunner, Carpenter, and Purſer, Counterparts of their Indents, which they are to deliver to him immediately after ſigning.

Preamble

Preambles to the General and Monthly Books.

Shrewſbury's Complement 600 Men.

BEGAN Wages and Extra-petty-warrant Victualling in Harbour, the ended Ditto the began Sea Victualling at the next Day ended began Extra-petty-warrant the ended Ditto the began Sea Victualling the following (*as it falls out*)

Marines belonging to Regiment Borne as Part of the Complement, by Order from the Right Honourable the Lords Commiſſioners of the Admiralty, *or it may happen by the Order of an Admiral, then mention his Name*, ſaying, bearing Date this Day of *Note*, Supernumeraries and Marines are never Borne without an Order.

Supernumeraries Borne for Victuals only, by Order of *A. B.* Rear-Admiral of the White, bearing Date this Day of *Note*, Supernumeraries belonging to other Ships, when diſcharged by an Order from thence, to go on Board another Ship, there is two Liſts made out of them; the Liſt given to the Officer is always ſigned by the Captain; and the other which the Captain keeps by him, is ſigned by the Officer that receives them, when a Receipt as under-written is paſſed.

Received from on Board His Majeſty's Ship this the above-mentioned Men for the Uſe of His Majeſty's Ship,

per me,

A. B.

N.B. There

N.B. There are allowed to the Captain of every Ship, four Servants in every Hundred Men of the Complement; to the Lieutenant, Maſter, Second Mate, Purſer, Surgeon, Chaplain, and Cook; in all Ships down to 60 Men, incluſive, each one Servant; to the Boatſwain, Gunner, and Carpenter, in all Ships down to 100 Men incluſive, each two Servants; and from 100 to 60 Men, one Servant.

Copies of Certificates generally given by the Captain to his reſpective Officers, having behaved well in the Diſcharge of their Duty.

For a LIEUTENANT.

THESE are to certify the Right Honourable the Lords Commiſſioners for executing the Office of Lord High-Admiral of *Great-Britain*, and *Ireland*; That Mr. ſerved Lieutenant under my Command, on Board of His Majeſty's Ship from the Day of to the during which Time he complied with the general printed Inſtructions. Given under my Hand on Board the ſaid Ship at this Day of

A. B.

MASTER the ſame Form.

For a BOATSWAIN.

THESE are to certify the Honourable the Principal Officers and Commiſſioners of His Majeſty's Navy; that Mr. *A. B.* ſerved as Boatſwain, under my Command, on Board of His Majeſty's Ship from the to the during which Time he diſcharged his Duty, as becoming a worthy good Officer. Given under my Hand on Board the ſaid Ship at this Day of

J. S.

For a GUNNER.

THESE are to certify the Right Honourable the Commiſſioners of the Office of Ordnance; that Mr. ſerved as Gunner, under my Command, on Board of His Majeſty's Ship the from the to the during which Time he diſcharged his Truſt faithfully, as a ſober diligent Officer. Given under my Hand on Board the ſaid Ship, at this Day of

A. B.

For a MIDSHIPMAN.

THESE are to certify the Right Honourable the Lords Commiſſioners for executing the Office of Lord High-Admiral of *Great-Britain* and *Ireland*; that Mr. ſerved as Midſhipman, under my Command, on Board of His Majeſty's Ship the from the to the during which Time he behaved with Diligence and Sobriety, and was always obedient to Command. Given under my Hand on Board the ſaid Ship at this Day of

A.B.

For the MASTER at ARMS, the ſame Form.

For a CAPTAIN's CLERK.

THESE are to certify the Honourable the Principal Officers and Commiſſioners of His Majeſty's Navy; that Mr. ſerved as Clerk, under my Command, on Board of His Majeſty's Ship, the from the to the during which Time he performed his Duty in every Reſpect, and behaved with Diligence and Sobriety, and was always obedient to Command. Given under my Hand on Board the ſaid Ship, at this Day of

A. B.

THESE

THESE are to certify the Honourable the Principal Officers and Commiſſioners of His Majeſty's Navy, that *A. B.* was entered on Board His Majeſty's Ship under my Command, on the of as it appears to me, by the compleat Book left by my Predeceſſor, and ſerved until the Day of at which Time he was diſcharged by Order of the Right Honourable the Lords Commiſſioners of the Admiralty, and by their Lordſhips Order had this Certificate. Given under my Hand, on Board the ſaid Ship at this Day of *A. D.*

THESE are to certify whom it doth or may concern, that *A. B.* belonging to His Majeſty's Ship under my Command, was diſcharged on the Day of by Order of the Right Honourable the Lords Commiſſioners of the Admiralty, by Reaſon of his being a Subject to the King of *Sweden*, and by their Lordſhips Order had this Certificate given him to keep him from being impreſſed. Given under my Hand on Board the ſaid Ship at the Day of *A. D.*

THESE are to certify the Honourable the Commiſſioners of His Majeſty's Navy, that *A. B.* late belonging to His Majeſty's Ship was turned over on Board His Majeſty's Ship and from her was entered Steward of His Majeſty's Ship under my Command, to which he now belongeth. Given under my Hand, on Board the ſaid Ship at the Day of *A. D.*

THESE are to certify the Honourable the Principal Officers and Commiſſioners of His Majeſty's Navy, that *A. B.* late belonging to His Majeſty's Ship was turned over from her into His Majeſty's Ship late under my Command; came from the Rendezvous at *London*, to His Majeſty's Ship under my

my Command, at the and is now on her Books, and actually at his Duty on Board the ſaid Ship. Given under my Hand on Board the ſaid Ship at *Spithead*, the Day of

THESE are to certify the Honourable the Principal Officers and Commiſſioners of His Majeſty's Navy; that the Men above-mentioned, run from His Majeſty's Ship under my Command, at the Time, and in the ſame Manner, as is againſt their Names particularly expreſſed, and therefore in my preſent Opinion they deſerve no Relief. Given under my Hand, on Board His Majeſty's ſaid Ship at this Day of

N.B. This Certificate is always put to the Bottom of the run Men, and ſigned by the Captain.

Certificates generally given by the Captain, and ſent to his Agent to paſs his Accounts.

Certificate to the Navy-Office.

THESE are to certify the Honourable the Principal Officers and Commiſſioners of His Majeſty's Navy, that no Stores were lent or bought by me during the Time I commanded His Majeſty's Ship *(i. e.)* from the to the following; neither was there any Shrouds or Back-ſtays ſhifted, or Top maſt loſt in the ſaid Time; and that Mr. ——— was Boatſwain of the ſaid Ship from the ſaid of the ſame when a Survey was taken and delivered to Mr. ——— ſucceeding Boatſwain, who continued in that Employ the Remainder. And that Mr. ——— was Carpenter of the ſaid Ship the whole Time; (if not, *inſert to the* ——— *and was ſucceeded the* ——— *by Mr.* ——— *who continued the Remainder of the Time.)* Given under my Hand, on Board the ſaid Ship at the

Certificate

Certificate to the Victualing-Office.

I Do hereby certify the Honourable the Commiſſioners for Victualling His Majeſty's Navy, the Particulars following, relating to His Majeſty's Ship under my Command, between the and the following, *viz*

1. That the eſtabliſhed Complement of the ſaid Ship was on the Men, and continued ſo the whole Time.
2. That the Ship's Company were at whole Allowance and in Sea-Victualling.
3. That the Ship was in Petty-Warrant, from the to the and in Sea-Proviſions from the and continued ſo the Remainder of the Time.

That Mr. ———— Purſer, has continued in that Employ the whole Time, that he was not ſuſpended, or did he, to the beſt of my Knowledge, embezzle any of the Proviſions committed to his Charge.

That no Sea-Proviſions were expended in Petty-Warrant.

And I do further certify, that the Proviſions ſaid to be delivered in the Purſer's Indents, as well as what was ſupplied in broken Proportions, were actually received on Board (ſuch Part only excepted, for which the Purſer had Credit) nor has he received any Money for Beer, ſhort Proviſions, on Credit, or otherwiſe; nor were there any Proviſions lent (*if any*, ſay thus, *without having taken proper Receipts for the ſame*) in the above Time, to any other Ship, or otherwiſe. Given under my Hand, on Board the ſaid Ship at the

S. G.

A Liſt of Books and Papers, the Captain uſually ſends to his Agent to paſs his Accounts.

A General Muſter-Book.
Two Monthly-Books.
Two Journals;

Sick-

Sick-Book and Ticket-Book.
Account of Proviſions received.
Certificate to the Victualling-Office.
Certificate to the Navy.
Counterpart of Boatſwains, Gunners, and Carpenters Expence, (when there are any made.)
Certificate of no Survey-Book left.
Purſer's Certificate to the Captain.
Survey of Boatſwain's Stores, and of the others, (when any taken.)
Survey of Proviſions (when any taken.)
Supply and Return of Stores.
Lieutenant's Receipts for Impreſt Men.
Order for bearing Supernumeraries and Marines.
The Captain's Commiſſion.

Note, It is your Duty to keep all theſe Books and Papers in good Order, never to omit finiſhing your Monthly Muſter Books, as ſoon as the two Months is expired, tranſmitting the ſame to the Navy-Office, as often as Conveniencies ſerve, and a General Muſter-Book at the End of every Year, with the Slops, Tobacco, and Dead Mens Cloaths, duly ſet off on both Monthly and General Muſter Books. Be ſure at the End of every Month the Gunner's, Boatſwain's, and Carpenter's Expence Books be compleat, peruſed and approved of by your Captain; to the End you may thereby compleat his Counterparts thereof, and be ſure they be all duly ſigned; let your Slop-Cloaths, Tobacco, and Dead Mens Cloaths be ſet off in the Slop-Book the Moment they are iſſued. Your Proviſions ſet off in your Accounts as ſoon as received, and you have compared the Bill of Loading with what is received; your Ticket ſet off in your Ticket-Book and General Muſter-Book, as ſoon as ſigned; your ſick Men ſet off in your Sick-Book, and General Muſter-Book, as ſoon as ſent to the Hoſpital, unleſs they were that Day victualled on Board, and received as ſoon as they came on Board, unleſs that Day victualled at the Hoſpital: One or two Days Neglect of all, or any of theſe, will not only prove burthenſome to the Memory, but in the End turn to a

Heap

Heap of Confuſion, and the leaſt Omiſſion will cauſe an Objection in your Certificates, which without very good Reaſons will not be removed; you muſt remember, that you are not only accountable to your Captain for every Omiſſion or Neglect in the due Performance of your Duty, in any of the Reſpects before-mentioned, whereby the paſſing of his Accounts may be retarded, but that without his Certificate of your having done your Duty, you cannot receive your Wages; on which Account it ſeems reaſonable, that no Lieutenant, or other Officer, has the leaſt Right to command your entering or diſcharging Men, or writing or altering any other Thing whatſoever in the Ship's Books, without your Captain's poſitive Command to you from his own Mouth, to obey ſuch Officer in that Reſpect.

At paſſing the Captain's Accounts, the firſt Certificate to be obtained, is from the Ticket-Office, which, with your Sick-Book, is to be left at the Comptroller's Office; at the ſame Time you muſt ſhew the Captain's Commiſſion; next the Comptroller's Certificate; the Comptroller of the Victualling, the Surveyor's Office, from the Office of Ordnance, Clerk of the Acts, and Admiralty; the Purport of every one of which is to certify at large, that the Captain hath complied with the ſeveral Articles of the Lord High-Admiral's Inſtructions, which fall under the Inſpection of thoſe Officers reſpectively.

INSTRUC-

INSTRUCTIONS *in the Purſery.*

The Daily Allowance of Proviſions to Seamen ſerving on Board His Majeſty's Ships, each Man.

Sunday	Monday	Tueſday	Wedneſday	Thurſday	Friday	Saturday
Pork one Pound, or Beef one Pound and an half, Peaſe half a Pint.	Oatmeal one Pint, Butter two Ounces, Cheeſe four Ounces.	Beef two Pound, Flour, one Pound and an Half, and Suet a Quarter of a Pound.	Peaſe half a Pint, Oatmeal a Pint, Butter two Ounces, Cheeſe four Ounces.	Pork one Pound, or Beef a Pound and an half, Peaſe half a Pint.	Oatmeal one Pint, Butter two Ounces, Cheeſe four Ounces, Peaſe half a Pint.	Beef two Ponnds

Note, Each Man is allowed for every Day of the Week a Pound of Bread, and a Gallon of Beer.

Rule

Rule to caſt a Proportion of Proviſions.

MULTIPLY your Number of Men by the Number of Days to be victualled for, gives Bread in Pounds, and Beer in Gallons; divide your Gallons of Beer by 60, gives Hogſheads, your Hogſheads by 4, gives Tuns.

Divide your Pounds of Bread by 7, the Days in a Week, and that gives you Pieces of Beef and Pork, and Quarts of Peaſe, which divided by 4, gives Gallons, and by 8, Buſhels.

Multiply your Beef or Pork by 3, and divide the Product by 8, gives Pounds of Butter; your Cheeſe is always double your Butter.

If you have Oil in Lieu of Butter and Cheeſe, divide by 4 inſtead of 8, and that gives Pints of Oil.

Your Gallons of Oatmeal (equal to your Pounds of Butter) divide by 8, gives Buſhels. If you have Flour and Suet in Lieu of Beef, three Pounds of Flour and half a Pound of Suet for one Piece.

The Reaſon of this Rule.

ONE Man's Allowance of Bread is 7 Pounds a Week, and but one Piece of Beef, and one Piece of Pork.

One Man is allowed a Pint of Peaſe four Days every Week, which makes a Quart for every Piece of Beef or Pork.

Three Days in the Week two Ounces of Buttter, and 8 Times 2 is 1lb; the ſame Number of Cheeſe as Butter Days in the Week.

Three Days in the Week one Man is allowed one Pint of Oatmeal, which is three Pints for a Piece of Beef or Pork; and any Number of Pints divided by 8, gives Gallons, which divided by 8, gives Buſhels.

To caſt up the neceſſary Money for any Quantity of Proviſions, with the Drawidge, Lading Charges, and additional Money.

Divide

Divide your Bread by 28, and that makes ſo many Men for a Month, at 6*d.* each, if above 60 Men, and all under at 9*d.* a Man, *per* Menſum, then your Adz-Money is not altered.

Drawidge—at 4*d per* Tun.
Lading Charges 2*s. per* Month in the whole.
Adz-Money——3*s.* 4*d.* in the whole *per* Month.

All which the Victualler pays when you Indent.
Extra Neceſſary-Money, at 8*d. per* Man, *per* Month, you have a Bill out of the Navy-Office for it.

To caſt the Waſte of Caſk allowed a Purſer.

THE King allows one Tun of Caſk waſte for 100 Men, *per* Month; 2 Iron Hoops, and 3 Biſket Bags.
You muſt take the Total of your Victualing, and divide by 28, and caſt off the two laſt Figures towards the Right-Hand.

EXAMPLE.

Suppoſe your Victualling amounts to 30,000, divide by 28, and after having caſt off the two laſt Figures, you will find the Quotient to be 10 for the Tuns, that multiplied by 2, gives your Hoops, and by 3 your Bags, 10 Tuns, 20 Hoops, 30 Bags.
Each Caſk will be marked on the Head how much they contain, which your Steward ought to take a careful Account of, and what is wanting of Gauges the Victualler will allow at the Rate of 20*s. per* Tun.

What a Caſk ſhould hold according to a Gauge.

Note,	Gall.		Gall.	
	120=Butt	Wine Meaſure.	108	Beer Meaſure.
	80=Puncheon		72	
	60=Hogſhead		54	
	40=Barrel		36	

Thoſe.

Thoſe which hold leſs are not Gauge.

Note, { 2 Butts, 3 Punch., 4 Hogſh., 6 Barrels } make a Tun { 56 Butt, 72 Punch., 88 Hogſh., 108 Barrel } Staves make a Tun. { 2 Staves make 1 Head-Piece.

Your Beer ought to be gauged; and every 108 Gallons Beer Meaſure, is 132½ Gallons Wine Meaſure, for which the Purſer Indents for 120 Gallons; the 12½ Difference being allowed for Lees and Leakage.

All you deliver by Weight or Meaſure you are to keep ⅛ Part for Waſte; the Meaſure of 7 Pints is for a Gallon of Beer; you receive 16 Ounces, and iſſue 14 Ounces of Butter and Cheeſe, &c. You receive Wincheſter Meaſure, and iſſue Wine Meaſure; as one Wine Pint of Peaſe to a Piece of Pork; a Wine Gallon of Oatmeal for a ſized Fiſh.

Water Caſk, one Tun a Month for every 100 Men, for the Channel Service and Mediterranean; double to the Weſt-Indies.

Your Beef and Pork muſt have the Number and Contents marked on the Head of each Caſk, and a Letter for the Port it was killed and packed at. In opening the Caſk, let a Maſter's Mate, Midſhipman, or Quarter-Maſter, ſee it told into another Caſk, to the end they may be able to ſwear, if any be wanting of the Number of Pieces you receive it for.

Note, That every 28 Pieces of Beef taken out of the Caſk as they riſe, and the ſalt ſhaken off, if they weigh 100 lb. nett, are Weight; and every 56 Pieces of Pork weigh 104 lb. nett; the Weight of 12 lb. in the 100 for Beef, and eight Pounds for Pork, is allowed for Waſte.

In taking one Piece of Proviſion for another.

If Beef for Pork, three four-pound Pieces of the firſt, for four 2 lb. Pieces of the latter, or 12 lb. of Beef for 8 lb. of Pork; one Pound of Butter for 2 lb. of Cheeſe; if Cheſhire Cheeſe for Suffolk, 3 lb. of Suffolk for 2 lb. of Cheſhire;

Cheſhire; if Stockfiſh for Oatmeal, one Fiſh for a Gallon of Oatmeal; if Flour for Beef, 4 lb. of Flour for one Piece of Beef, or 3lb. ½ of Flour and ½ lb. of pickled Suet for one Piece.

The Victualler always gives you a Copy of your Indents, which you muſt enter into a Book to be kept for that Purpoſe.

For a Foreign Voyage.

Brandy for Beer, one Gallon for 16 of Beer; one Pint of Wine for one Gallon of Beer; one Pint of Oil for a Pound of Butter; Calavances for Peaſe or Oatmeal, Quantity for Quantity; two Pounds of Yams for one Pound of Bread; one Pound and ½ of Caſava for one Pound of Bread; Rum for Brandy, two gallons for one.

You are likewiſe to have from the Victualler and Navy-Office, viz.

Bolſters, Punches, Rivets, Rick-Iron, and Iron-hoops.	Navy-Office.	Trett-hooks, Hogſh. Hoops, Barrel Driver, Prick, Truſs-hoops, and Nails.	Victualler.

Petty Warrant.

WHEN you receive any Warrant from the Clerk of the Cheque, for victualling in Petty-Warrant, be ſure you give them to the Victualler, and take Copies of them, that you may know at cutting up what they amount to, and take always an account from your Steward what he has received, and what remains due to you: You muſt be ſure to return all your Biſcuit Bags and Caſks, otherwiſe the Victualler will make you pay 20s. per Tun for Caſks, 12d. for Iron Hoops and Bags.

When

When you caſt up your Petty Warrant, you are not to caſt it as your Sea-Victualling, but muſt take a particular Account how many Fleſh and Fiſh Days there are in your Warrant; ſo many Pieces of Pork, ſo many Pints of Peaſe, Fleſh Days ⅓ a Piece of Beef for Pork, Fiſh Days ¼ Pound of Cheeſe, ⅛ of Fiſh or Oatmeal, and two Ounces of Butter to each Man; of Bread, Butter and Beer, the ſame as in Sea Victualling; you have ſometimes Loaves of two Pounds Weight, of which each Man is to have Half a Loaf: If Biſcuit, you give but 12 Ounces to the Pound.

When you make out your Petty Warrant Account.

MAKE yourſelf Debtor on the Left-hand to all the Proviſions received on Board with Caſks, Hoops and Bags; and Creditor on the Right-hand by what your Warrant amounts to, and by what Caſks, Hoops and Bags, you have returned: When you have made yourſelf Debtor and Creditor aforeſaid, by ſubtracting what Proviſions you have received from what your Warrant amounts to, you'll eaſily know what Proviſions are due to you, and ſo may draw it into Money according to Pieces in Petty Warrant; but remember to make Debtor and Creditor to what Caſks, &c. you do not return; Caſk 20s. per Tun, Hoops and Bags 12d. each.

If you deliver any Caſk, &c. to the Contractors, or Agents, be ſure to take a Receipt for the ſame; likewiſe if you return any Caſk, &c. by any Veſſel or Hoy, take a Receipt from the Maſter thereof, ſpecifying in Words at Length, and Figures in Manner following.

Portſmouth, July 20, 1782.

Received from on Board His Majeſty's Ship on Board the William Hoy, to be delivered to His Majeſty's Victualling-Office at the Caſks, Iron Hoops and Bags, as followeth, viz.

Butts Iron-bound - - -	Ten - - -	10
With Iron Hoops - - -	One Hundred -	100
Puncheons Iron-bound - -	Twenty - -	20
With Iron Hoops - - -	One Hundred -	100

This is to be ſigned by the Maſter, J. S.

Note, If you cut any Caſk for Guns, or Tubs, &c. you muſt ſpecify it accordingly, and ſo in ſeveral other Caſes; if the Boatſwain uſe any Iron Hoops for Buoys or Caſks for buoying the Cables, or Buckets, you muſt have a Certificate from the Captain of the ſame, or if the Carpenter uſe any of your Billets or Iron Hoops about the Ship or Boat, you muſt ſpecify how many, and get a Certificate in the following Method, ſigned by your Captain, viz.

THESE are to certify, that there was cut for the Uſe of His Majeſty's Ship under my Command, between the Day of and Day of Caſk to the Value Tuns, Hogſheads, &c. to the Truth of this I have hereunto ſubſcribed this Day of

To find the Neceſſary Money in Petty-Warrant, at 12*d.* *per* Man, *per Menſem*; divide your Pounds of Bread by 28 will give you Shillings; you need not caſt up every Warrant, but take the Total of Bread in all your Warrants together.

If you have any Leakage of Beer, Wine, Brandy, Oil, &c. the Captain muſt be acquainted with it, to the End he may write to the Admiral or Commander in Chief, for an Order, (or grant one himſelf, if not under ſuch Command) to have the ſame ſurveyed by two or three proper Officers, who are to give the Captain an Account thereof under their Hands; of which Report you muſt have another Copy ſigned by the ſame Officers; in the Report muſt be mentioned the Quantity of Inches leaked out, and Occaſion thereof; then the Captain is to give a Certificate, that ſuch a Day being informed of ſeveral Damages, &c. he ordered *A. B. C. D. J. S.* to ſurvey the ſame, who gave him this Report.

If you go into an Harbour and enter into Petty-Warrant, you are to ſpecify on the Front of your General Muſter-Book, the Day of ending Sea-Victuals, and entering into Petty-Warrant, and beginning Sea-Proviſions again.

You muſt likewiſe mention the Beginning and Ending of Short-Allowance, and drinking Water.

If

If at any Time your Proviſions prove defective, and not fit for Men to eat or drink, your Captain is to procure the Admiral or Commander in Chief's Orders to ſurvey the ſame by two or three Maſters, who are to ſign a Report of the Quantity and Defects of the ſaid Proviſions, with the Occaſion thereof; which you are to deliver to the Agent-Victualler at the next Victualling Port you come to; if it be not Beer (which is generally turned over-board at the Survey) take his Receipt for the ſame, and be ſure to remember what Place it came from, and get a Certificate of that from under the Hands of your Maſter's Mate, *&c.* and Cooper; but if it ſhould happen in the *Mediterranean*, you are to have His Majeſty's Agent at the Survey, if poſſible, to whom you are to deliver the defective Proviſions, and get a Receipt, with a Certificate as follows, *viz.*

WHEREAS there has been caſt by Survey, on Board His Majeſty's Ship (myſelf preſent, *then mentioning the Quantity of Proviſions*) which were found defective, and not fit for Men to eat. Theſe are to deſire you to ſupply Mr. *A. B.* Purſer of the ſaid Ship, with the like Quantity of good and wholeſome Proviſions, he having received the ſame at the Port of upon Indent, and for ſo doing this ſhall be your Warrant. Dated the Day of

Note, If you ſhould have a Supply for your defective Proviſions, and give up your Certificate of Survey, then you are to give no Receipt for the ſame.

If at any Time you have indented for a Proportion of Proviſions, and you have Credit for Part thereof, when you receive that Part and give up your Credit, you are to give no Receipt for the ſame.

When you ſupply any other Ship with a Proportion of Victuals, Caſks, Bags, or Iron Hoops, you are to take Care to take the Number and Contents of your Caſks of each Specie, and alſo of the Quantities of Species delivered, and to take the Purſer's Receipts for the ſame. No Proviſions

to be ſupplied or delivered without the Captain's written Order.

The Purſer is to ſupply the Clerk of the Cheque with a compleat Muſter-Book, whereon all the Iſſues of Slop-Cloaths, Tobacco, Beds, and Dead Mens Cloaths, *&c.* are to be exactly ſet off, and to be very exact in his Weekly Accounts of Proviſions remaining on Board, eſpecially when under the Command of an Admiral.

You are to furniſh no Wood or Coals but for the Furnace, except to prepare Things for Sick Men; and if the Surgeon receives the neceſſary Money for the Sick Men, he is to furniſh them with Firing.

You are not obliged to find Candles, but what are for the Ship's neceſſary Uſe, though it is cuſtomary to oblige Officers.

That you may the better be enabled to furniſh the Clerk of the Cheque with Muſter-Books, and for the better Government of your victualing the Ship's Company; it is very neceſſary you keep a Muſter-Book, as compleat and as exact as poſſible, taking always particular Notice to cheque thoſe who are from Time to Time chequed by the Clerk of the Cheque; and likewiſe an Account of Sick Men ſent to the Hoſpital; or abſent on other Occaſions, and not the Ship's Buſineſs: to the End you may not victual Men who are not allowed to be ſo victualled.

You are alſo to keep a Slop-Book, whereon you are to charge yourſelf with all Cloaths and Beds you receive from the Slop-ſellers, to whom you muſt be accountable for the ſame; your Iſſues thereof, Tobacco, and Dead Mens Cloaths, muſt always be ſet off carefully; this muſt always agree with the Captain's Slop-Book, who is directed by his Inſtructions to ſee that they be iſſued according to the Eſtabliſhment: At the End of your Slop-Book you muſt have a particular Account of the Dead Mens Cloaths.

Price of Proviſions in His Majeſty's Ships.

In Petty-Warrant.		In Sea-Victualling.	
	l. *s.* *d.*	*l.* *s.* *d.*	
Bread	0 0 0¾ *per* lb.	0 0 1½ *per* lb.	
Beer	0 0 1 *per* Gallon	1 10 0 *per* Tun.	
Beef	0 0 7 *per* 4lb. Piece.	0 0 8	*per* Piece.
Pork	0 0 5 2lb ditto	0 0 6	
Peaſe	0 0 1 *per* Quart	0 3 4 *per* Buſhel.	
Butter	0 0 4 *per* Pound	0 0 4	*per* Pound.
Cheeſe	0 0 2 *per* ditto	0 0 2	
Oatmeal	0 0 0 5 *per* Gallon.	0 0 7 *per* Gallon.	

What the Victualler pays the Purſer for broken Proviſions.

	l. *s.* *d.*	
Bread	0 0 1	*per lb.*
Beer	1 10 0	*per* Tun
Beef	0 0 8	*per* Piece.
Pork	0 0 6	
Peaſe	0 3 4	*per* Buſhel.
Oatmeal	0 0 0	
Butter	0 0 4	*per* lb.
Cheeſe	0 0 2	

At paſſing Accounts.

What you pay for Proviſions if Debtor, and what allowed if Creditor.

	Debtor.	Creditor.
	l. s. d.	l. s. d.
Bread	0 0 1½ per lb.	0 0 1⅜ per lb.
Beer	2 0 0 per Tun	2 0 0 per Tun.
Beef	0 0 10 per 4lb. Pce.	0 0 9¾ per Piece.
Pork	0 0 7 per 2lb. ditto	0 0 6¾ per Piece.
Peaſe	0 4 0 per Buſhel.	0 4 0 per Buſhel.
Oatmeal		
Butter	0 0 5 per lb.	0 0 4½ per lb.
Cheeſe	0 0 2½ per lb.	0 0 2½ per lb.

What the Victualler uſually allows for Proviſions you take ſhort.

	In Petty Warrant.	In Sea Victualling.
	l. s. d.	l. s. d.
Bread	0 0 0¾ per lb.	0 0 1 per lb.
Beer	0 0 1 per Gallon.	1 8 0 per Tun.
Beef	0 0 6 per 4lb. Pce.	0 0 8 per Piece.
Pork	0 0 4 per 2lb. ditto	0 0 4 per Piece.
Peaſe	0 2 6 per Buſhel.	
Oatmeal		0 2 6 per Buſhel.
Butter	0 0 3¾ per lb.	0 0 3¾ per lb.
Cheeſe	0 0 1¼ per lb.	0 0 1¼ per lb.

J. S. Purſer of His Majeſty's Ship.

I Do acknowledge to have received from the Commiſſioners for Victualling His Majeſty's Navy, at the Port of a compleat Proportion of good and wholeſome Sea Victuals, Neceſſary Money, &c. for Men Days, in the Manner following, viz. Men

Men a Day	Beer			In Lieu of Beer Wine or Rum Gallons	Beef 4lb. Pieces.	Pork 2lb. Pieces.	Peafe		In Lieu of Beef Pork or Peafe.			Fish	In Lieu of Fish, Oatmeal Gallons, Rice Pounds	Butter.	Cheefe.	In Lieu of Butter and Cheefe Oil Gallons.	Casks			Iron Hoops	Bif-cuits Bags
or lb of Biſcuits or Ruſk.	Tuns.	Hogſheads.	Gallons.	or Rum Gallons	Pieces.	Pieces.	Bulkſs.	Gallons.	Flour Pounds	Suet or Currants.	Raiſins, Pounds						Tuns.	Hogſheads	Gallons.		

Neceſſary-Money, at a Man per Menſem.
Lading Charges, two Shillings per Menſem.
Drawage of Tuns of Beer, at 4d. per Tun.
Adz-Money, at 3s. 4d. per Menſem.

Extraordinary Neceſſary-Money.
Caſks with Proviſions.
Water Caſk, with Cooper's Stores. { Iron-bound. / Wood-bound.

Iron Hoops.
Biſcuit Bags.

With which Victuals, Money, Credit before-mentioned, I do oblige myſelf to Victual (according to His Majeſty's Allowance) the ſaid Number of Men for the ſaid Time, and for all which I have ſigned a Receipt.

Witneſs my Hand this Day of
Anno Dom.

An

An ACCOUNT of Men Victualled on Board of His Majesty's Ship.

Number on the Ship's Book.	Time of Entry.	Year	Mens Names.	Quality.	D. D. or R	Time	Year	Number of Days Victualled.

A Table for Casting your Victualing-Book.

Jan.		Feb.		Mar.		April		May		June		July	
1	1	1	32	1	60	1	91	1	121	1	152	1	182
2	2	2	33	2	61	2	92	2	122	2	153	2	183
3	3	3	34	3	62	3	93	3	123	3	154	3	184
4	4	4	35	4	63	4	94	4	124	4	155	4	185
5	5	5	36	5	64	5	95	5	125	5	156	5	186
6	6	6	37	6	65	6	96	6	126	6	157	6	187
7	7	7	38	7	66	7	97	7	127	7	158	7	188
8	8	8	39	8	67	8	98	8	128	8	159	8	189
9	9	9	40	9	68	9	99	9	129	9	160	9	190
10	10	10	41	10	69	10	100	10	130	10	161	10	191
11	11	11	42	11	70	11	101	11	131	11	162	11	192
12	12	12	43	12	71	12	102	12	132	12	163	12	193
13	13	13	44	13	72	13	103	13	133	13	164	13	194
14	14	14	45	14	73	14	104	14	134	14	165	14	195
15	15	15	46	15	74	15	105	15	135	15	166	15	196
16	16	16	47	16	75	16	106	16	136	16	167	16	197
17	17	17	48	17	76	17	107	17	137	17	168	17	198
18	18	18	49	18	77	18	108	18	138	18	169	18	199
19	19	19	50	19	78	19	109	19	139	19	170	19	200
20	20	20	51	20	79	20	110	20	140	20	171	20	201
21	21	21	52	21	80	21	111	21	141	21	172	21	202
22	22	22	53	22	81	22	112	22	142	22	173	22	203
23	23	23	54	23	82	23	113	23	143	23	174	23	204
24	24	24	55	24	83	24	114	24	144	24	175	24	205
25	25	25	56	25	84	25	115	25	145	25	176	25	206
26	26	26	57	26	85	26	116	26	146	26	177	26	207
27	27	27	58	27	86	27	117	27	147	27	178	27	208
28	28	28	59	28	87	28	118	28	148	28	179	28	209
29	29			29	88	29	119	29	149	29	180	29	210
30	30			30	89	30	120	30	150	30	181	30	211
31	31			31	90			31	151			31	212

A Table for Casting your Victualling-Book.

Auguſt		Sept.		October		Novem		Dec.	
1	213	1	244	1	274	1	305	1	335
2	214	2	245	2	275	2	306	2	336
3	215	3	246	3	276	3	307	3	337
4	216	4	247	4	277	4	308	4	338
5	217	5	248	5	278	5	309	5	339
6	218	6	249	6	279	6	310	6	340
7	219	7	250	7	280	7	311	7	341
8	220	8	251	8	281	8	312	8	342
9	221	9	252	9	282	9	313	9	343
10	222	10	253	10	283	10	314	10	344
11	223	11	254	11	284	11	315	11	345
12	124	12	255	12	285	12	316	12	346
13	225	13	256	13	286	13	317	13	347
14	226	14	257	14	287	14	318	14	348
15	227	15	258	15	288	15	319	15	349
16	228	16	259	16	289	16	320	16	350
17	229	17	260	17	290	17	321	17	351
18	230	18	261	18	291	18	322	18	352
19	231	19	262	19	292	19	323	19	353
20	232	20	263	20	293	20	324	20	354
21	233	21	264	21	294	21	325	21	355
22	234	22	265	22	295	22	326	22	356
23	235	23	266	23	296	23	327	23	357
24	236	24	267	24	297	24	328	24	358
25	237	25	268	25	298	25	329	25	359
26	238	26	269	26	299	26	330	26	360
27	239	27	270	27	300	27	331	27	361
28	240	28	271	28	301	28	332	28	362
29	241	29	272	29	302	29	333	29	363
30	242	30	273	30	303	30	334	30	364
31	243			31	304			31	365

Note, If your Victualing-Book is for more than one Year, then make your Table ſo much more, or begins not with the Month, your Table muſt be accordingly. Jaunary

	Jan.	Feb.	March	April	May	June	July	Auguſt	September	October	November	December
Jan.	365	337	306	276	245	215	184	153	123	92	62	31
February	28	365	334	304	273	243	212	181	151	120	96	59
March	59	31	365	334	304	274	243	212	182	151	121	90
April	89	61	30	365	334	304	273	248	212	181	151	120
May	120	92	61	31	365	335	304	273	243	212	181	151
June	150	122	92	61	30	365	334	304	273	242	212	181
July	181	153	122	92	61	31	365	334	304	273	243	212
Auguſt	212	184	153	123	92	62	31	365	335	304	274	243
Sept.	242	214	183	153	122	92	61	30	365	334	304	273
October	273	245	214	184	153	123	92	61	31	365	335	304
Nov.	303	275	244	214	183	153	122	91	61	30	365	334
Dec.	334	306	275	245	214	184	153	122	92	61	31	365

Jan. Mar. May July, Aug. Oct. Dec. 31 Days		Apr. June Sept. November 30 Days.		Feb. 28 Days	
1	31	1	30	1	28
2	30	2	29	2	27
3	29	3	28	3	26
4	28	4	27	4	25
5	27	5	26	5	24
6	26	6	25	6	23
7	25	7	24	7	22
8	24	8	23	8	21
9	23	9	22	9	20
10	22	10	21	10	19
11	21	11	20	11	18
12	20	12	19	12	17
13	19	13	18	13	16
14	18	14	17	14	15
15	17	15	16	15	14
16	16	16	15	16	13
17	15	17	14	17	12
18	14	18	13	18	11
19	13	19	12	19	10
20	12	20	11	20	9
21	11	21	10	21	8
22	10	22	9	22	7
23	9	23	8	23	6
24	8	24	7	24	5
25	7	25	6	25	4
26	6	26	5	26	3
27	5	27	4	27	2
28	4	28	3	28	1
29	3	29	2		
30	2	30	1		
31	1				

A Proportion of Seven Days, or one Week's Provisions for the Number of Men aftermentioned.

No of Men	Bread in 4lb.	Beer Tun	Beer Hhd	Beer Gal.	Wine in Lieu of Beef.	Beef in 4lb Piec.	Pork in 2lb Piec.	Flour in Lieu of Beef	Suet in Lieu of Ditto	Peaſe Buſh	Peaſe Gal.	Oatmeal Buſh	Oatmeal Gal.	Butter lb.	Cheeſe lb
10	70	0	1	10	—	10	10	—	—	0	2 1/2	0	3 3/4	3 3/4	7 1/2
11	77	0	1	17	—	11	11	—	—	0	2 3/4	0	4 1/2	4 1/2	8 1/4
12	84	0	1	24	—	12	12	—	—	0	3	0	4 1/2	4 1/2	9
13	91	0	1	31	—	13	13	—	—	0	3 1/4	0	4 3/4	4 3/4	9 3/4
14	98	0	1	38	—	14	14	—	—	0	3 1/2	0	5 1/4	5 1/4	10 1/2
15	105	0	1	45	—	15	15	—	—	0	3 3/4	0	5 3/4	5 3/4	11 1/4
16	112	0	1	52	—	16	16	—	—	0	4	0	6	6	12
17	119	0	2	59	—	17	17	—	—	0	4 1/4	0	6 3/4	6 3/4	12 3/4
18	126	0	2	6	—	18	18	—	—	0	4 1/2	0	6 3/4	6 3/4	13 1/2
19	133	0	2	13	—	19	19	—	—	0	4 3/4	0	7 1/2	7 1/2	14 1/4
20	140	0	2	20	—	20	20	—	—	0	5	0	7 1/2	7 1/2	15
21	147	0	2	27	—	21	21	—	—	0	5 1/4	0	7 3/4	7 3/4	15 3/4

A A

22	154	0	2	34	—	22	22	—	—	0	5 1/2	1	0 1/4	8 1/4	16 1/2
23	161	0	2	41	—	23	23	—	—	0	5 3/4	1	0 1/2	8 1/2	17 1/4

	A														A
22	154	0	2	34	—	22	22	—	—	0	5 1/8	1	0 1/4	8 1/4	16 1/2
23	161	0	2	41	—	23	23	—	—	0	5 3/4	1	0 5/8	8 5/8	17 1/4
24	168	0	2	48	—	24	24	—	—	0	6	1	1	9	18
25	175	0	2	55	—	25	25	—	—	0	6 1/4	1	1 3/8	9 3/8	18 3/4
26	182	0	3	2	—	26	26	—	—	0	6 1/2	1	1 3/4	9 3/4	19 1/2
27	189	0	3	19	—	27	27	—	—	0	6 3/4	1	2 1/8	10 1/8	20 1/4
28	196	0	3	16	—	28	28	—	—	0	7	1	2 1/2	10 1/2	21
29	203	0	3	23	—	29	29	—	—	0	7 1/4	1	2 7/8	10 7/8	21 3/4
30	210	0	3	30	—	30	30	—	—	0	7 1/2	1	3 3/4	11 1/4	22 1/2
31	217	0	3	37	—	31	31	—	—	0	7 3/4	1	3 5/8	11 5/8	23 1/4
32	224	0	3	44	—	32	32	—	—	1	0	1	4	12	24
33	231	0	3	51	—	33	33	—	—	1	0 1/4	1	4 3/8	12 3/8	25 3/4
34	238	0	3	58	—	34	34	—	—	1	0 1/2	1	4 3/4	12 3/4	25 1/2
35	245	1	0	15	—	35	35	—	—	1	0 3/4	1	5 1/8	13 1/8	26 1/4
36	252	1	0	12	—	36	36	—	—	1	1	1	5 1/2	13 1/2	27
37	259	1	0	19	—	37	37	—	—	1	1	1	5 7/8	13 7/8	27 3/4
	B														B

	B															B
38	266	1	0	26		38	38			1	1 1/2 1/4	1	6 1/2 1/8	14 1/2 1/8		28 1/2 1/8
39	273	1	0	33		39	39			1	1 1/2 1/4	1	6 1/2 1/8	14 1/2 1/8		29
40	280	1	0	40		40	40			1	2	1	7	15		30
41	287	1	0	47		41	41			1	2 1/2 1/8	1	7 1/2 1/8	15 1/2 1/8		30 1/2 1/8
42	294	1	0	54		42	42			1	2 1/2 1/8	1	7 1/2 1/8	15 1/2 1/8		30 1/2 1/8
43	301	1	1	1		43	43			1	2 1/2 1/4	2	7 1/2 1/8	16 1/2 1/8		32 1/2 1/8
44	308	1	1	8		44	44			1	3	2	0 1/2 1/8	16 1/2 1/8		33
45	315	1	1	15		45	45			1	3 1/4	2	0 1/2 1/8	16 1/2 1/8		33 1/2 1/8
46	322	1	1	22		46	46			1	3 1/2 1/4	2	1	17		34
47	329	1	1	29		47	47			1	3 3/4	2	1	17 1/2 1/8		35
48	336	1	1	36		48	48			1	4	2	2	18		36
49	343	1	1	43		49	49			1	4 1/4 1/8	2	2	18 1/2 1/8		36 1/2 1/8
50	350	1	1	50		50	50			1	4 1/2 1/8	2	2	18 1/2 1/8		37

N.B. These three last Tables join at the Letters A, A; B, B.

A Proportion of PROVISIONS for 280 Men, for the Number of Days after-mentioned,

A Proportion of PROVISIONS for 280 Men, for the Number of Days after-mentioned,

Days	Bread in Pounds.	Beer Tuns	Beer Hhd.	Beer Gall	Wine in Lieu of Beer Gallons	Beef in 4lb Piec.	Pork in 2lb Piec.	Flour in Lieu of Beef	Suet for Ditto	Paese Bush	Paese Gal.	Oat-meal Bush	Oat-meal Gal.	Butter.	Cheese.	Oil in Lieu of Butter & Cheese Pints.
1	280	1	0	40	——	40	40	——	——	1	2	1	7	15	30	——
2	560	2	1	20	——	80	80	——	——	2	4	3	6	30	6	——
3	840	3	2	0	——	120	120	——	——	3	6	5	5	45	90	——
4	1120	4	2	40	——	160	160	——	——	5	0	7	4	60	120	——
5	1400	5	3	20	——	200	200	——	——	6	2	9	3	75	150	——
6	1680	6	0	0	——	240	240	——	——	7	4	11	2	90	180	——
7	1960	7	0	40	——	280	280	——	——	8	6	13	1	105	210	——
8	2240	8	1	20	——	320	320	——	——	10	0	15	0	120	240	——
9	2520	9	2	0	——	360	360	——	——	11	2	16	7	135	270	——
10	2800	10	2	40	——	440	400	——	——	12	4	18	6	150	300	——

	C													C
11	3080	12	320		440	440	13	620	5	165	330	
12	3360	14	0		480	480	15	022	4	180	360	
13	3640	15	040		520	520	16	224	3	195	390	
14	3920	16	120		560	560	17	426	2	210	420	
15	4200	17	2	0	600	600	18	628	1	225	450	
16	4480	18	240		640	640	20	030	0	240	480	
17	4760	19	320		680	680	21	231	7	255	510	
18	5040	21	0	0	720	720	22	433	6	270	540	
19	5320	22	040		760	760	23	635	5	285	570	
20	5600	23	120		800	800	25	037	4	300	600	
21	5880	24	2	0	840	840	26	239	3	315	630	
22	6160	25	240		880	880	27	441	2	330	660	
23	6440	26	320		920	920	28	643	1	345	690	
24	6720	28	0	0	960	960	30	045	0	360	720	
25	7000	29	040		1000	1000	31	246	7	375	750	
26	7280	30	120		1040	1040	32	448	6	390	780	
27	7560	31	2	0	1080	1080	33	650	5	405	810	

N. B. Thofe two laft Tables join at the Letters C. C.

Months

N. B. Thole two laſt Tables join at the Letters C. C.

MONTHS at 28 Days each.

Months	Bread in Pounds	Tun	Hogſh.	Gall.	Wine	Peef	Pork	Flour	Suet	Peaſe B.	Peaſe G.	Oatmeal B.	Oatmeal G	Butter	Cheeſe	Oil in Lieu, &c.
1	7840	32	2	40	—	1120	1120	—	—	35	—	52	4	420	840	—
2	15680	65	1	20	—	2240	2240	—	—	70	—	105	0	840	1680	—
3	23520	98	0	0	—	3360	3360	—	—	105	—	157	4	1260	2520	—
4	31360	130	2	40	—	4480	4480	—	—	140	—	210	0	1680	3360	—
5	39200	163	1	20	—	5600	5600	—	—	175	—	262	4	2100	4200	—
6	47040	196	0	0	—	6720	6720	—	—	210	—	315	0	2520	5040	—
7	54880	228	2	40	—	7840	7840	—	—	245	—	367	4	2940	5880	—
8	62720	261	1	20	—	8960	8960	—	—	280	—	420	0	3360	6720	—
9	70560	294	0	0	—	10080	20080	—	—	315	—	472	4	3780	7560	—
10	78400	326	2	40	—	11200	11200	—	—	350	—	525	0	4200	8400	—
11	86240	359	1	20	—	12320	12300	—	—	385	—	577	4	4620	9240	—
12	94080	392	0	0	—	13440	12440	—	—	420	—	630	0	5040	10080	—
13	101920	424	2	40	—	14560	14560	—	—	455	—	682	4	5460	10920	—

A Form for a Captain's Steward, how he may keep his ACCOUNTS.

An Account of the Receipt and Expenſe of Captain *A. B.* Stores, Commander of His Majeſty's Ship the under my Charge between the Day of

Where received.													Liquors drawn off in Bottles.				
When received	Year	From whence	*French* Liquors			*Spaniſh* Liquors		Brandy	*Port* Wines		*Italian* Wines		Beer	Drawn off	When	Year	By me *J. S.* Captain's Steward of the ſaid Ship.
			Claret	White	Brandy	Sherry	Malaga		Red	White	*Florence*	*Cyprus*					
July																	

A Form for a Captain's Steward, how he may keep his ACCOUNTS.

A Form for a Captain's Steward, how he may keep his ACCOUNTS.

An Account of the Receipt add Expenſe of Captain *A. B.* Commander of His Majeſty's Ship the under my Charge between the Day of

When Expended.														
		French Liquors			Spaniſh Liquors			Port Wines		Italian Wines				
Week Days	Month Days	Claret	Wine	Brandy	Sherry	Malaga	Brandy	Red	White	Florence	Cyprus	Beer	To whom delivered, or in what Company expended.	
Monday	July 27												To the Boatſwain	
Tueſday	28												Maſter, &c.	
Wedneſday	29												With Merchants of Cadiz.	

DIMENSIONS of the BRITISH NAVY, according to the present Establishment.																	FRENCH.			
Guns	100		90		80		70		60		105 $2\frac{42}{94}$		44		24		74		62	
Burthen, Tons	2000		1730		1585 $\frac{1}{94}$		1414 $\frac{56}{94}$		1191		50		814 $\frac{14}{94}$		508 $\frac{32}{94}$					
Feet and Inches	F.	I.	F.	I.	F.	I.	F.	I.	F.	I.	F.	I.	F.	I.	F.	I.	F.	I.	F.	I.
Length of the: Gun Deck	178		170		165		168		150		144		133		113					
Length of the: Keel	144	$6\frac{1}{2}$	138	4	134	$10\frac{1}{2}$	131	4	123	$\frac{1}{2}$	117	$8\frac{1}{2}$	108	10	93	4	145	9		
Length of the: Forecastle	38		36		36		33		28		27		25	6	18					
Length of the: Upper Edge keel	268		25	5	24	8	23	11	22	11	21	10	19	$11\frac{1}{2}$	14	6				
Depth in the Hold	216		20	6	20		19	4	18	6	17	8	16		11		26	6	19	$2\frac{1}{2}$
Extreme Breadth	51		48	6	47		45		42	8	41		37	6	32		45	6	42	11
Draught of Water: A fore	22	3	21	1	20	4	19	4	18	3	17	2	16		12	11				
Draught of Water: A-baft	23	5	22	3	21	6	20	6	19	5	18	4	17	2	14	1				
Height of the: Gun	7	2	7		7		7		6	$10\frac{1}{2}$	6	9	6	8	6	1			6	5
Height of the: Middle	7	1	7		6	10	6													
Height of the: Upper	7		6	10	6	8		6	6	7	6	7	6	6	6	3				
Height of the: Quarter	6	6	6	6	6	3	6	6	6	6	5	8							6	$3\frac{1}{2}$

	Pinnaces.				Yawls.				Long-Boats			
	Length	Breadth	Depth	N°Oars	Length	Breadth	Depth	N°Oars	Length	Breadth	Depth	N°Oars
Guns	Feet	F. I.	F. I.		Feet	F. I.	F. I.		Feet	F. I.	F. I.	
100	30	8 9	3 10	10	22	6 9	3 1	8	36	10 3	4 4	11
90	28	8 6	3 9½	10	21	6 6	3 0	8	35	10 0	4 3	11
80	28	8 3	3 8½	10	20	6 3	2 11	8	34	9 9	4 2	9
70	27	8 0	3 7¼	10	19	6 0	2 10	8	33	9 6	4 1	9
60	26	7 9	3 7	10	18	5 9	2 9	6	32	9 3	4 0	9
50	25	7 6	3 6½	10	17	5 6	2 8	6	31	9 0	3 11	8
44	24	7 3	3 5½	8					30	8 9	3 9	8
24	23	7 0	3 4½	8	15	0	2 6	4	29	8 6	3 8	7

The Method of forming Signals for the Regulation of Merchant Ships ſailing in Company together, under the Direction of a Commodore in Time of War.

BY DAY.

1. WHEN the Commodore would have the Ships under his Convoy, prepare for ſailing, he will looſe his Sail.

2. When he would have them unmoor, he will looſe his Saii, and fire Gun, or Guns.

3. When he would have them weigh, he will looſe his Sail; if it be convenient, haul home the Sheet, and fire Gun.

4. When he would have the weathermoſt and headmoſt Ships to tack firſt, he will hoiſt at the Maſt-head, and fire Gun.

5. When he would have the ſternmoſt and leewardmoſt Ships to tack firſt, he will hoiſt at the Maſt-head, and fire Gun.

6. When he would have the whole Fleet tack together, he will hoiſt at the Maſt-head, and fire Gun.

7. When he would have the Fleet (in bad Weather) veer, and bring too on the other Tack, he will hoiſt a Pendant on the and fire Gun; the leewardmoſt and ſternmoſt Ships are to veer firſt, and bring too the other Tack, and lie by, or make eaſy Sail, till the Commodore comes a-head.

8. When the Fleet is ſailing large, or before the Wind, and the Commodore would have them bring too with the Starboard Tack on Board, he will hoiſt a Flag on the Top-maſt-head, and fire Gun; if to bring too with the Larboard Tacks, at the ſame Place, and fire Guns.

9. When the Fleet is lying by, or ſailing by a Wind, and the Commodore would have them bear-up and ſail large, or before the Wind, he will hoiſt and fire Gun.

10. When

10. When any diſcovers Land, he is to hoiſt his and keep the ſame Abroad, till the Commodore anſwers him by hoiſting his; upon Sight of which he is to haul his down.

11. If any diſcovers Danger, he is to tack and bear up from it, and put Abroad from the Main-top-maſt Croſs-trees downward upon the Back-ſtay, and fire Guns; but if the Ship ſhould ſtrike, and ſtick faſt, he is to make the ſame Signal, and continue firing of Guns, until he ſees the reſt have obſerved him.

12. When any of the Fleet loſe Company, and meet again, thoſe to Windward ſhall and thoſe to Leeward ſhall anſwer by

13, In Caſe of ſpringing a Leak, or any other Diſaſter that diſables your Ship from keeping Company, you are to haul up your Courſes, and fire Guns.

14. Whoever wants to ſpeak with the Commodore, muſt ſpread an from the Head of the downwards on the Shrouds, lowering his Top ſail, and firing Guns till he is obſerved; and, if any Ship perceives the ſame, he is to make the ſame Signal, and endeavour to acquaint the Commodore therewith, who will anſwer by firing Guns.

15. The Ships are to keep as near together as conveniently as they can; and when the Commodore would have the headmoſt and weathermoſt of them bear down to him, he is to hoiſt make a Weſt with his Enſign, and fire Gun, then they are to bear down in his Wake.

16. Upon Diſcovery of ſtrange Ships, if the Commodore would have the Trade lie by, or fall a-ſtern, he will ſpread on the Maſt or Shrouds, and fire Gun. And if he would have them make Sail a-head, or bear away, he will ſpread Shrouds, and fire Gun.

17. It is abſolutely neceſſary, That all Ships that put or form themſelves under Convoy, be very careful to keep Company with the ſame; and that they do not on any Pre-

tence or Intereſt whatſoever make a Separation, this being often attended with very deſtructive Conſequences. Signals made by the Admiral in Chief, the other Flags, the ſeveral Convoys of private Men of War, and the Captains under thoſe Convoys, the Care the Trade ought to have in following their reſpective Commodores, and the Methods they ought to take, when the Convoys are attacked, are peculiar to the Men of War, and therefore need not be inſerted here.

18. When the Commodore makes a Signal to Anchor, he will hoiſt on the and fire Guns.

19. When the Commodore would have the Fleet to moor, he will fire Gun, and hoiſt his ſail with the Clew-lines hauled up.

20. When the Commodore would have the Fleet to cut or ſlip, he will fire Gun, and looſe both his ſails; the Leewardmoſt Ships are to cut and ſlip firſt, to give Room to the Weathermoſt to come to ſail.

BY NIGHT.

If the Commmodore deſigns to carry the Lights, he will hoiſt an a little before Night.

1. WHEN the Commodore would have the Fleet to unmoor, and ride ſhort, he will hang out Lights, one over the other, in the Shrouds, and fire Guns: Then every Ship is to hang out a Light in the Shrouds.

2. When he would have the Fleet to weigh, he will hang out a Light in the Shrouds, and fire Gun: Then every Ship is to hang out a Light in the Shrouds.

3. When he would have the Fleet to tack, he will hoiſt Lights on the one over the other, and fire Gun: Then every Ship in the Fleet is to hang out a Light extraordinary, which is not to be taken in till the Commodore takes his in.

4. When

4. When he is upon a Wind, and would have the Fleet veer, and bring-too on the other Tack, he will hoiſt up one Light on the and fire Gun: Then every Ship is to anſwer with one Light at the ſame Place: The Sternmoſt and Leewardmoſt are to bear up ſo ſoon as the Signal is made.

5. When he would have the Fleet to lie a-try, ſhort, or a Hull, or the Head-ſails braced to the Maſt, he will ſhew Lights of equal Height, and fire Guns; and every Ship in the Fleet is to ſhew forth the ſame Number of Lights.

6. When he would have the Fleet make Sail after lying a-try, ſhort, or a Hull, or the Head-ſails to the Maſt, he will fire Guns: Then the Headmoſt and Weathermoſt Ships are to make Sail firſt.

7. When the Fleet is ſailing large or before the Wind, and the Commodore would have them bring-too, and lie by with their Starboard Tacks Aboard; he will put Abroad Lights in the Shrouds, and fire Guns; but if with the Larboard Tacks Aboard Guns: Every Ship is to anſwer with the ſame Number of Lights, and the Windwardmoſt Ships are to bring-too firſt.

8. If he alters his Courſe, he will fire Gun, without Alteration of Lights.

9. When a Ship has Occaſion to lie ſhort, or by, after the Fleet has made Sail, he is to fire one Gun, and ſhew Lights in the Shrouds

10. When any one diſcovers Land or Danger, he is to ſhew as many Lights as he can, fire Gun, and tack and bear away from it.

11. In Caſe of ſpringing a Leak, or any other Diſaſter that diſables your Ship from keeping Company, you are to hang out Lights of equal Height, and fire Guns till you are relieved.

12. If any Ship loſe Company, and meet again, he who hails firſt, ſhall aſk, What Ship's that? And he who is hailed firſt, ſhall anſwer , the other who hailed firſt ſhall reply then he who was firſt hailed ſhall anſwer

13. When

13. When the Commodore Anchors, he will fire Guns, a ſmall Space of Time one from the other: Then every Ship is to ſhew Lights.

14. When he would have the Fleet to moor, he will put a Light on each and fire Gun: And every Ship is to ſhew Light.

15. When he would have the Fleet cut or ſlip, he will hang out Lights, one at each and at each and fire Guns: Then each Ship is to ſhew one Light.

16. When he would have the Ships that are too near, keep a reaſonable Diſtance a-ſtern, he will fire Muſkets at about half a Minute's Diſtance from each other.

Whereas the 12th Article in the Night-Signal for loſing Company and meeting again, is by hailing, which may be attended with bad Conſequences, eſpecially to Merchant-Ships; to prevent which, thoſe that are doubtful, before coming within Hail, ſhould hoiſt Lights of equal Height, where they can beſt be ſeen by the other, who is to anſwer the firſt hoiſted in like Manner; then he that firſt hoiſted, ſhall add another Light of the ſame Height, which muſt alſo be anſwered; or this Signal (as well as any other) may be of another Kind, as the Commodore thinks proper for better Security.

It muſt be obſerved, that the Guns which you fire for Signals in the Night, or in a Fog, be all fired on the ſame Side, that they may make no Alteration in the Sound.

IN A FOG.

WHEN the Commodore would have the Fleet to weigh, he will fire Guns.

2. If he would have the Fleet to tack, he will fire Guns: Then the Leewardmoſt and Sternmoſt are to tack firſt, and after they are about, to go with the ſame Sail they tacked with, and, and not to lie by expecting the Commodore to come a-head: which is to avoid the Danger of running through one another.

3. When

3. When he brings to, and lies by with his Head-ſails to the Maſt, with the Starboard Tacks Aboard, he will fire Guns: If with the Larboard, then Guns.

4. If he makes Sails after lying by, with his Head-ſails to the Maſt, he will fire Guns: The Headmoſt and Weathermoſt Ships are to make Sail firſt.

5. If the Fog increaſes, he will continue ſailing with the ſame Sail ſet that he had before: He will fire a Gun every Hour, which the Ships are to anſwer by firing of Muſkets, beating of Drums, and ringing of Bells.

6. If he is obliged to make more or leſs Sail than when the Fog came on, he will fire every half Hour a Gun, that the Fleet may diſcover whether they come up with, or fall a-ſtern of him; and they are to anſwer, by firing of Muſkets, &c. as before.

7. If any one diſcovers Danger, which he can avoid by Tacking and ſtanding from it, he is to make the Signal for Tacking in a Fog: But if he happen to ſtrike and ſtick faſt, he is to fire Gun after Gun, till he believes the Fleet have avoided the Danger, either by Tacking, bearing-up, or Anchoring.

8. When he would have the Fleet to Anchor, he will fire Guns; and if the Fleet ſhould be ſo far a-ſtern that they could not hear, he will fire Guns more, after he has been at Anchor Hour.

If any one Ship ſhould be taken by the Enemy, the Maſter muſt carefully obſerve to throw his Signals overboard, and ſink them.

GENERAL

GENERAL INSTRUCTIONS and ALLOWANCES, given by the Owners of East-India Ships to the several Commanders in that Service.

Allowed. 1. For *PILOTAGE.*

	l.	*s.*	*d.*
FROM Gravesend to Deal - - - - - -	10	10	0
From Deal to Portsmouth, (when ordered there)	12	12	0
From Dover, or Deal, to the Ship's mooring in the River Thames - - - - - - - - -	10	10	0

2. For FEES.

To the Company's Husband at Botolph Wharf -	5	5	0
To the Company's Waiters One Shilling *per* Day, except when Provisions are dressed on Board.			
To Searchers at Gravesend - - - - - - - -	4	4	0
To their Boatmen - - - - - - - - - -	0	10	6
To Tilbury Fort - - - - - - - - - - -	0	2	6
To the Company's Agent at Deal, if he Muster the Ship's Company in the Downs - - - -	1	1	0

3. To the CAPTAIN.

For his Table outward, 'till the Ship's Arrival at her last consigned Port in India, or China	50	0	0
In Lieu of best Brandy, when none put on Board by the Owners - - - - - - - - - -	5	5	0
In Lieu of Pickles - - - - - - - - - -	3	3	0
In Lieu of Hams - - - - - - - - - - -	5	5	0
In Lieu of Stationary - - - - - - - - -	2	2	0
For his Table, Homeward-bound - - - - -	50	0	0

and Sixty Bags of Paddy, equal to Ten Quarters of Grain, put on Board by the Owners, outward-bound.

At Bengal, for himself and Purser, 6 Current Rupees *per* Day.

At

At Madras, for himſelf and Purſer, 1½ Pagodas per Day.
— Bombay, for ditto, 5 Silver Rupees.
— Bencoolen, for Ditto, 2 Spaniſh Dollars.
— Mocha, for Ditto, 1½ Ditto.
— the Cape of Good Hope, for Ditto, 1½ Ditto.
— St. Helena, for Ditto, 7s. 6d. Sterling.
— Ireland, for himſelf only, 5s. Ditto.

INSTRUCTIONS.

4. The Owners, for the Future, will not admit of any Allowance for the Captain, or Purſer, during the Ship's Stay, or Detention, in any Port, or Ports, in *Great-Britain*, neither outward nor homeward-bound; nor at Madagaſcar; nor at any other Place whatſoever, that does not belong to the Europeans, where the Ship may ſtop for Water, or Neceſſaries, during the Courſe of her Voyage.

5. You are not to ſuffer any Servant whatſoever, to be rated at higher Wages than are their Due; nor let the Chief or Second Mates have more than one Servant each. And you are likewiſe to obſerve, that the Owners will not allow Wages, or Pay, to any Servant whatſoever, either outward or homeward-bound, for their Service in the River Thames.

6. Before you leave Graveſend, you are to ſend up to the Huſband, or Managers of your Ship, an exact Account of ſuch Men as were impreſſed at the India-Houſe, and did not appear on Board at the Payment of the River Pay, with the Time each Man ſerved on Board, that the ſame may be allowed to their Securities, on their returning the two Months Impreſs advanced to them. And if any Man or Men are diſcharged at Graveſend, on your paying the River Pay, or that Run, or are Diſcharged, after they are paid the River Pay, you are likewiſe to ſend up their Names the firſt Opportunity that offers. All which muſt be dated and ſigned by you, or your Chief Officer.

7. You are to ſend up to the Huſband, or Manager of your Ship, the Names of all the People that you may impreſs, or enter, either at Graveſend, in the Downs, or elſewhere, before you leave England; together with the Time of their Entry, and Wages *per* Month.

8. Whatever

8. Whatever People you may impreſs, or enter, either at Graveſend, or in the Hope, you muſt be very careful to inſert the Time of their Entry, and Wages per Month in the reſpective Columns of the Contract delivered you for that Purpoſe; and to make each Perſon duly ſign, ſeal, and deliver the ſame, in the Preſence of two Witneſſes, who are to ſign the ſame as ſuch; which Contract you are to return to your ſaid Huſband, or Manager, on your leaving the Hope, or as ſoon afterwards as you conveniently can, together with each Perſon's reſpective Receipt for the Impreſs ſo paid him or them.

9. You are to give your Owners Credit for all the Paſſengers you may carry out to India, ten Pounds each; and likewiſe for every Laſcar, or Servant, ten Pounds; and for every Paſſenger you may bring home from India, or China, ten Pounds; and for every Servant ten Pounds.

10. Your Owners expect an exact Account to be kept of the Expences of all Proviſions as per Book, marked N° 1 (two of which I have delivered you, one of them to be kept by the Ship's Steward, and the other by yourſelf) that you may know, at any Time, what Quantity will be neceſſary to lay in for your Paſſengers. You are to obſerve, that eighty-four Gallons of Rice, or five hundred Pounds of Biſcuit, are ſufficient for one Week's Expences of that Kind of Proviſions; and that twenty-eight Weeks Proviſions of all Kinds will be ſufficient for a Paſſage home in Time of Peace; but in Time of War, it is adviſeable to lay in thirty-two Weeks Proviſions at leaſt.

11. The Owners inſiſt, that you tranſmit to them an Account of all Expence of Proviſions, &c. and of what remains on Board, as often as you have Opportunity; and that they will allow of none to be charged as ſupplied from Abroad, but what appear by the before-mentioned Books, marked N° 1.

12. You have alſo three Books delivered to you, marked N° 2, for the Gunner, Carpenter, and Boatſwain, to keep an Account of the Expence of all their Stores, which you are to examine often, and ſign them duly every Month; and

and, on your Return to England, the Remainder of all their Stores is to be delivered up to the particular Tradeſmen they may be ordered to, or elſewhere, as the ſaid Huſband, or Manager, or Owners, ſhall direct; and whatever the Petty Officers return, leſs than they ought, muſt be inſerted by you in their reſpective Books, which are to be returned to me, or to the Huſband, or Manager for the Time, before their Wages are paid.

13. You are to avoid touching at any Port or Place, before your Arrival at your conſigned Port in the Eaſt-Indies, or China, without an abſolute Neceſſity, which muſt be aſcertained by a Conſultation of your Officers, it being attended with very great Loſs to your Owners, Demurrage not commencing till four Months after your Arrival at your conſigned Port: Therefore, if they find that you touch at any Port or Ports, for your Intereſt, they will oblige you to pay for the Detention of the Ship at ſuch Place.

14. You are to avoid ſhipping any Laſcars, if poſſible, to bring with you to England, they being attended with very great Expence; but ſhip Europeans, if you be in want of Men, by Application to the Governors and Council in writing, or any other Method, ſo that you do not diſtreſs each other.

15. What Money you may want for the Uſe of your Ship, take of the Company on Charter-Party Terms, unleſs to be had of any private Perſon or Perſons on Reſpondentia, upon better Terms, and not otherwiſe; making the Bond, or Bonds, payable Ninety Days after the Arrival of the Ship at her Moorings in the River Thames; but you are to give the Preference to the Company.

16. You will obſerve, by the Charter-Party, that the ſhort-delivery, and damaged Goods, are to be paid for in England, according to the Loſs and Damage ſettled by the Governor and Council, and yourſelf: At the Foot, therefore, of the Account you ſign, you muſt inſert, if you think they have charged any ſhort-delivery, or Damage, that ought not to fall on your Owners, the Cauſes whence you apprehend

hend ſuch Deficiences and Damages aroſe, by ſetting forth the Nature of Weighing, Package, &c. and you muſt tranſmit to your ſaid Huſband, or Owners, Copies of the ſame by the earlieſt Conveyance that offers, and by every other Opportunity that you can, that your Owners may have due Advice to inſure the ſame, as they are liable to pay ſuch Deficiency and Damage, ſhould your Ship never return.

17. You are likewiſe to obſerve, that the Governors and Council, and others of the Company's Agents Abroad, have Directions to weigh, or cauſe to be weighed, all the Lead, Iron, Copper, and Elephants Teeth they may receive from you, in the ſame Manner as they are weighed in England, viz. Ten Pieces of Lead are weighed at one Draft, and no Weight leſs than Four Pounds uſed in weighing: Iron about Five Hundred Weight and a Quarter at one Draft, and two Pounds ſtruck at the Scale for each Draft: Copper, and Elephant's Teeth as nearly Five Hundred Weight at a Draft as can be, and to allow one Pound for every Five Hundred Weight; and all other weighable Goods, which they may receive from you, are to be weighed in the ſame Manner as they are in England.

18. During the Courſe of the Voyage, if you, or your Officers ſee or ſuſpect any of the Cargo you are taking in, either for the Eaſt-Indies, China, or Europe, to be either wet, damp, or damaged, or the Package bad, you are ſtrictly enjoined to take, or cauſe to be taken by your Commanding Officers on Board, the Marks and Numbers of ſuch Goods, and the Condition they appear to be in, and except againſt them in your Bills of Lading. And alſo, if you take in any Goods belonging to the Company, or on a Freight upon their Account, from on Board any Ship or Veſſel, either to carry from Port to Port in the Eaſt-Indies, or China, or to bring Home with you; be ſure to except againſt any Damages, or ſhort Delivery, of ſuch Goods in your Bills of Lading; and likewiſe whatever Grain, Copper, Iron, Steel, Treaſure, Copper-Pots, Redwood, Salt-petre, Pepper, or any periſhable Commodities, you may take on Board during the Courſe of your Voyage. You are alſo ſtrictly enjoined

to

to except in your Bills of Lading againſt ſhort Delivery, Want of Weight, or Damage of ſuch Goods, which is often unreaſonably charged upon the Owners; and not to take in any more Goods or Cargo, to carry from Port to Port in the Eaſt-Indies, or China, than your Charter-party expreſſes.

19. On your taking in Goods, or Cargo, at any Port or Ports in the Eaſt-Indies, or China, either for Europe, or to be carried from Port to Port in the Eaſt-Indies, or China; if the Seaſon be ſo far advanced, that you apprehend you may loſe your Paſſage to the Port or Place you are intended to be conſigned to, you are to ſignify the ſame in Writing to the Governor and Council, or Chief Agent, or Factor, of ſuch Place or Port where you may be taking in ſuch Cargo; and if they then diſpatch you out of Time, you muſt proteſt againſt them, or him, for all Damages the Cargoe may ſuſtain on Account thereof; obſerving, that ſuch Proteſt be drawn up by a Notary Public, or ſome proper Perſon, and delivered to the ſaid Governor and Council, or Chief Agent, or Factor, by one of your Officers, who is to give you an Account of the Time and Place of the Delivery of ſuch Proteſt, duly dated and ſigned by ſuch Officer; to which muſt be annexed an atteſted Copy of the ſame Proteſt, which you are carefully to keep, in Order to bring Home for your Juſtification.

20. If you enter a Seaman or Mariner Abroad, be ſure you make him ſign, ſeal, and deliver, the Contract delivered you for that Purpoſe; in which you are, firſt, to inſert, in the reſpective Columns, the Quality and Wages *per* Month, which ſuch Perſon agrees to proceed the Remainder of the Voyage for; and, if you pay him any Impreſs or Advance, be careful to make him ſign a Receipt for the ſame: And likewiſe, if you entertain any Perſon on Board to work for his Paſſage Home, you muſt abſolutely make him ſign an Agreement in Writing, expreſsly declaring that he doth agree faithfully, willingly, and readily to work and perform all and every Kind of Duty, or Service, he is capable of, and may be required to do, by you, or your Officers, on Board

Board your ſaid Ship, during the Remainder of your Voyage into the River Thames; and without any Fee or Reward whatſoever except ſuch Proviſions as you give any other Seaman or Mariner, and in the ſame Proportion.

21. If the Governor and Council, or any other of the Company's Agents, or Servants Abroad, do ſend on Board your Ship any military Man or Men, or any other Perſons whatſoever, for you to bring Home as a Paſſenger, or Paſſengers; you are to inſert in Writing, that they deliver to you with ſuch Paſſenger or Paſſengers, an Agreement in Writing, ſigned by each reſpective Perſon ſo to be brought Home, that they will not directly, or indirectly, aſk, ſue for, or attempt to recover, any Wages, Gratuity, or Pay, for any Duty, Service, or Suſtenance they may be called on to give the Ship, in Time of Need, during the whole Paſſage; for want of which Precaution, ſeveral ſuch Perſons have ſued the Owners of the Ship they came Home in, and recovered their Wages as Seamen.

22. You muſt obſerve, that all Tranſactions and Buſineſs whatſoever, that you may have with the Governors and Councils, Super Cargoes, or Agents, or any other of the Company's Servants Abroad, relative to your Ship or Cargoe, muſt be in Writing: And for your Government therein, we direct, that you have Recourſe to your Charter-Party, and theſe Inſtructions, which you muſt take with you on all Occaſions of Buſineſs relative to your Ship and Cargoe.

23. You are to enter exact Copies (into a Book kept for that Purpoſe) of all Orders, Diſpatches, and Inſtructions, which you ſhall, or may at any Time, receive from the Governors, and Councils, Super-Cargoes, or Agents, or any other of the Company's Servants you may be conſigned to Abroad during the Voyage; together with true Copies of all Letters and Tranſactions whatſoever, that you may have with them relative to the Ship or Cargoe: which Book, when you return Home, you are to deliver to your ſaid Huſband or Manager, for the Time being, for the Uſe of your Owners.

24. If

24. If you are at any Expence for any of the Company's Soldiers in your outward-bound Paſſage, or from Port to Port in the Eaſt-Indies, you are to deliver in an Account, in Writing, of the Amount thereof, together with a Charge of Ten *per Cent.* thereon for advancing the Money, to the Governor and Council, or Chief Agent of the Place or Port where you land them; requiring the ſame to be then and there repaid you.

25. You are to give no Preſent to any Governor, &c. in our Settlements, on the Owners Account. And, in Foreign Ports, you are not to exceed Five Pounds Sterling, that Sum being ſufficient for Liberty to procure Refreſhments.

26. You are to be very cautious of what you, or your Officers write in your Journals (the leſs the better) the Owners of Shipping having frequently ſuffered by trifling Things inſerted in Journals.

27. You are to pay at every Port you anchor at, belonging to the Company, one Barrel of Gunpowder, and take a Receipt for the ſame; by the Neglect thereof, ſeveral Ships have paid Five Guineas at their Arrival in England.

28. Your Owners inſiſt, that you ſend to the Huſband, or Managers of your Ship for the Time being, by every Conveyance that offers, a general Liſt of all the Ship's Company, together with an exact Account of all thoſe that Die, Run, or are Diſcharged, during the Voyage; and alſo a Liſt of all thoſe that are ſhipped Abroad, with the Time and Place of their Entry; all which Liſts muſt be properly dated and ſigned by you; by the Negligence whereof many Ships have paid conſiderable Sums to the Attornies of People that were dead, or run; to prevent which for the future, they expect that you will keep a general Liſt of the Ship's Company (as above deſcribed) ready written, to be ſent on any unexpected Occaſion that may offer.

29. You are required to bring Home your Sails, that will be fit for another Voyage, in as good Repair as Time and Weather will permit.

30. During

30. During any Part of the Voyage, if you meet with any of the Ships that are under my Direction, they are ordered to deliver you any Stores they can ſpare, that you may be in Need of, only taking your Receipts for them; and you are deſired to ſupply them on the ſame Terms: But, at a general Meeting of Owners, it has been agreed, that, where the Ships belong to different Managers, they ſhall pay each other (in the Country) Fifty per Cent. above the prime Coſt, on all Stores ſupplied from each other.

31. On your Arrival in the River Thames, you muſt immediately ſend up to the Huſband or Manager for the Time being, an exact Liſt of all the Officers and Men, &c. that have been entertained by you during the whole courſe of the Voyage, with their Quality, and Time and Places of their Entry, their Wages per Month, and Impreſs received; alſo the whole Amount of each Man's Sick Quarters, Purſerage, Funeral Charges, Effects bought or ſold at the Maſt, Diſcharges, Deaths, and Runings, when and where entered, in their reſpective Columns, againſt each Perſon's Name, as per Method herewith given you marked N° 3. And, for the more ready making up the Wages, &c. you are to obſerve, that the Money you advance the People for Sick Quarters, or Funeral Charges, muſt not be charged in the Purſerage, ſuch Practices having occaſioned great Confuſion in the Pay-Office; but charge the whole to your Owners, and ſend up ſuch Charges as above directed.

32. Immediately on your Arrival in the River Thames, you are to deliver to the Huſband, or Manager of your Ship for the Time being, an exact Account of the reſpective Times of your Arrival at, and ſailing from every Port or Place you have anchored or touched at during the whole Courſe of your Voyage; and alſo a Liſt of all the Paſſengers, Servants and Soldiers, carried out with you, or brought Home, or conveyed from Port to Port in the Eaſt-Indies.

FINIS.